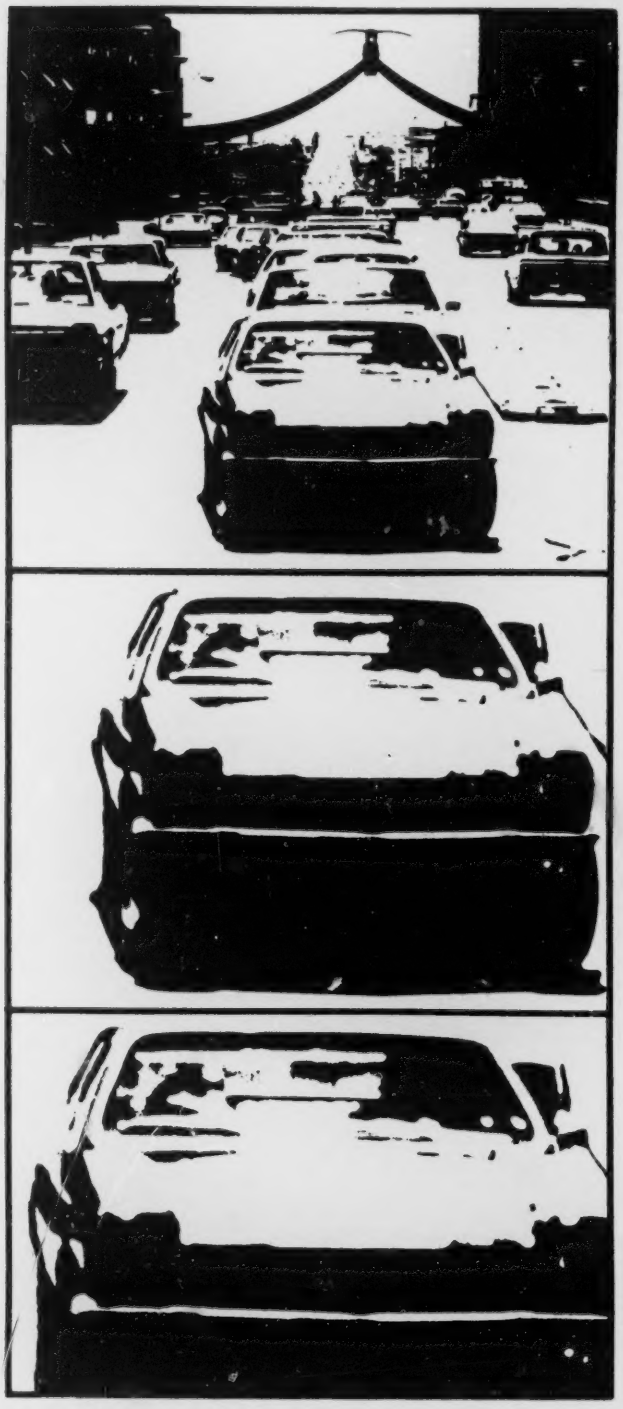
8/9/83 S 7890-2(U) a

UTAH
TRAFFIC ACCIDENT SUMMARY

1982



JULY 1, 1983

UTAH DEPARTMENT OF PUBLIC SAFETY

LARRY E. LUNNEN, *Commissioner*

PREPARED BY UTAH HIGHWAY SAFETY DIVISION
4501 South 2700 West
Salt Lake City, Utah 84119

ACKNOWLEDGMENTS

The Departmental Staff extends its appreciation to all law enforcement agencies of Utah for their traffic accident investigations.

Special appreciation is extended to the Department of Transportation and the Department of Health for their valuable assistance.

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I. INTRODUCTION

The data used in this analysis was taken from fatal crash records collected by the Utah Highway Safety Office. These records include the State Accident Report and a Supplemental Fatal Accident Report. Information is also collected from newspapers, death certificates and obituaries. The statistical package for the Social Sciences (SPSS) was used to extract the information comprising this analysis. Data from Utah fatal accidents are entered on the National Fatal Accident Reporting System maintained in Washington, D.C., through an informatics on-line terminal.

For the 1982 calendar year, there were 263 fatal crashes resulting in 296 fatalities in Utah. This is an 18.7% decrease in the number of deaths over 1981, which totaled 321 fatal crashes and 364 fatalities. Pedestrian, motorcycle and large truck fatalities decreased significantly in 1982 over 1981.

PROJECTIONS

During the 1970's, the factor most influencing highway safety in Utah was the energy crisis. The decreased availability and increased cost of fuel led to the nationwide 55 mile per hour speed limit in 1974. The number of fatalities have decreased significantly since that time over prior years, with 1972 still the year with the largest number of highway fatalities on record in Utah totaling 382.

While the energy situation of the 1970's decreased fatalities in the short run, its long range impact on Utah has been to increase highway safety problems. Increased energy prices have led to increased development of Utah's energy resouces. This has resulted in "Boom" situations in many areas, and an overall increased population growth for the State. The population of Utah is forecasted to increase to 1.75 million by 1985, and to almost 2.0 million by 1990. There are more 900,000 licensed drivers in Utah at the present time, and this number will be over 1 million by 1985. The number of registered vehicles and miles traveled are increasing with this overall growth in the State. There has been an increasing trend in annual fatality numbers in Utah since 1974, and it is projected that this trend will continue through the 1980's.

In addition to effecting population growth, the energy crisis of the 1970's had other lasting impacts related to future highway safety concerns in Utah. Vehicle use and design has been altered to accommodate the approximate 400% increase in fuel costs since 1974. In efforts to decrease fuel consumption, the driving public and automobile manufacturers have turned to smaller and lighter automobiles. It has been demonstrated that the likelihood of severe

or fatal injury as the result of a traffic crash is about twice as great for occupants of a small vehicle as for occupants of a large vehicle. Other types of travel which result in high injury severity crashes, including pedestrian, bicycle and motorcycle, are also expected to increase during the 1980's

Highway Safety efforts in the future will be aimed at two priority problem areas. They have been identified as having great potential for impacting the number and severity of highway crashes. These are alcohol and drugs as they relate to driving and the use of occupant restraints - seat belts and child seats.

During 1982, 38% of fatalities were alcohol related - that is 113 people killed! In order to pursue a course of reduction, Governor Matheson named a blue ribbon commission on drinking and driving in April of 1982. Their recommendations formed the basis for new laws passed in the 1983 Legislature, most of which take effect August 1, 1983. The lawmakers also passed a new tax to pay for extra efforts of police, and others to deter and to prosecute those who drive under the influence of alcohol or drugs. Increased federal funds for drinking driver programs are anticipated. This priority area will continue to increase in efforts and special programs.

Of the 240 drivers and passengers killed in 1982, only 3.6% were wearing any kind of seat belt. The use of restraints could save many lives and will be a major program emphasis area during the next few years.

TABLE I

UTAH ACCIDENTS

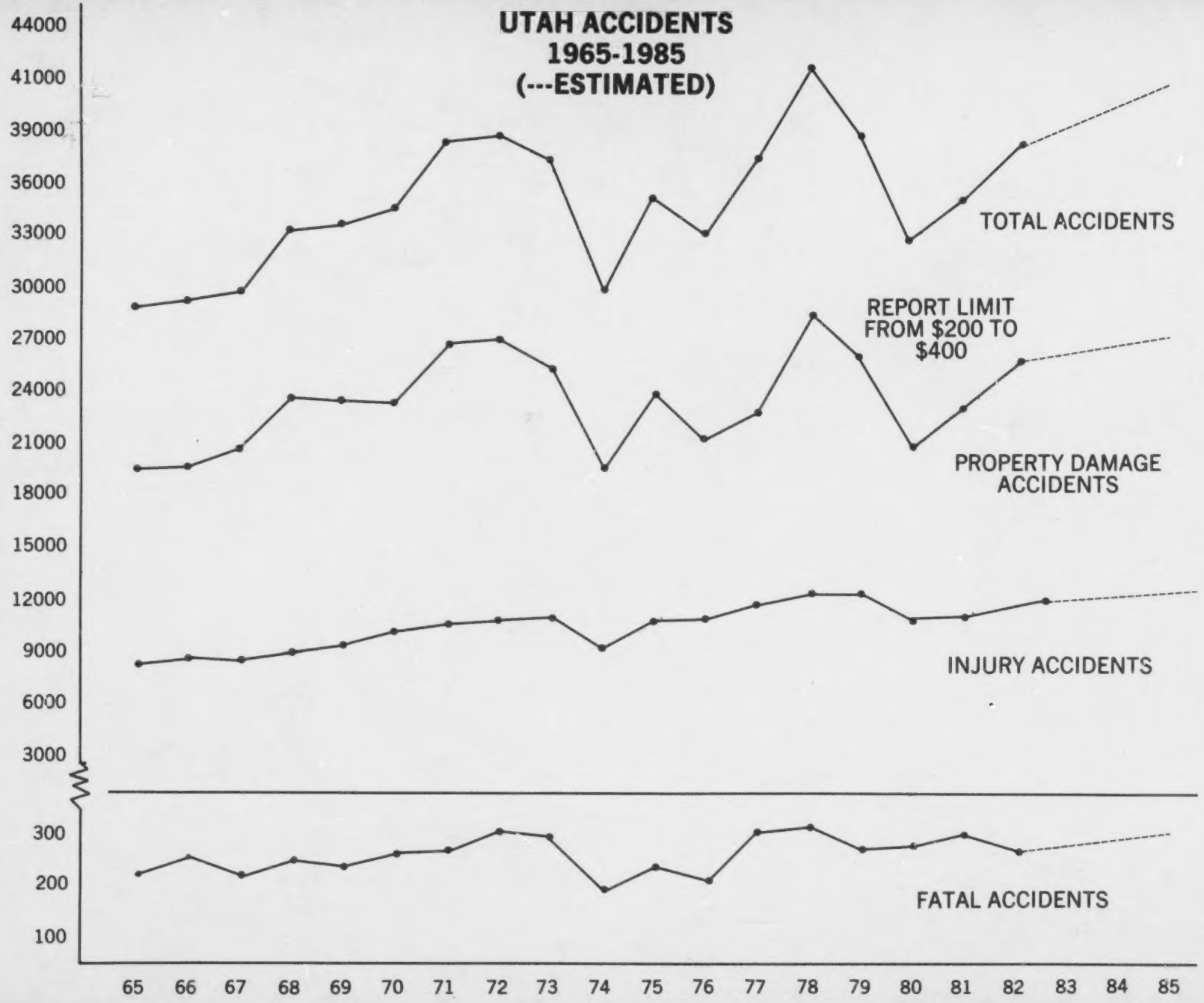
1947 - 1982

Year	Total Accidents	Fatal-ities	Injur-ies	Number of Accidents Fatal	Number of Accidents Injury	Mil. Veh. Miles	Death Rate Per 100 Mil. Veh. Miles	Fatal Acc. Rate Per 100 Mil. Veh. Miles	Injury Rate Per 100 Mil. Veh. Miles	Total Acc. Rate Per 100 Mil. Veh. Miles
1947	8,885	186	3,747	159	2,603	2,132	8.72	7.46	176	4.17
1948	9,961	220	3,982	169	2,675	2,351	9.36	7.19	169	4.24
1949	11,092	174	3,808	151	2,614	2,475	7.03	6.10	154	4.48
1950	12,705	188	4,459	169	3,004	2,839	6.62	5.95	157	4.48
1951	16,475	207	5,132	174	3,495	3,015	6.87	5.77	170	5.46
1952	17,710	246	5,140	184	3,474	3,050	8.07	6.03	169	5.81
1953	16,373	209	4,945	185	3,305	3,232	6.47	5.72	153	5.07
1954	15,103	209	4,495	176	3,016	3,336	6.27	5.28	135	4.53
1955	18,060	203	5,036	166	3,390	3,075	6.60	5.40	164	5.87
1956	17,531	215	4,812	176	3,310	3,310	6.50	5.32	145	5.30
1957	19,054	222	5,022	181	3,397	3,366	6.60	5.38	149	5.66
1958	22,220	193	5,658	171	3,762	3,531	5.47	4.84	160	6.29
1959	23,506	205	5,992	171	3,946	3,784	5.42	4.52	158	6.21
1960	26,478	256	9,128	200	5,576	3,852	6.65	5.20	237	6.87
1961	25,732	236	10,412	197	6,257	3,997	5.90	4.93	261	6.44
1962	26,613	233	11,133	186	6,968	4,240	5.50	4.34	263	6.28
1963	27,340	263	12,603	198	7,798	4,549	5.78	4.35	277	6.01
1964	29,452	295	14,096	246	8,636	4,790	6.17	5.14	294	6.15
1965	29,525	281	14,361	242	8,856	4,997	5.62	4.84	287	6.91
1966	29,957	331	14,994	265	9,076	5,079	6.52	5.22	295	5.90
1967	30,992	275	14,401	231	8,888	5,257	5.24	4.39	274	5.90
1968	34,532	289	15,539	258	9,550	5,539	5.22	4.66	281	6.23
1969	34,766	308	15,977	251	9,850	5,802	5.31	4.33	275	5.99
1970	35,166	335	17,076	276	10,722	6,107	5.49	4.52	280	5.76
1971	39,108	337	18,073	280	11,399	6,544	5.15	4.28	276	5.98
1972	39,856	382	18,261	312	11,630	6,969	5.48	4.48	262	5.72
1973	38,234	361	18,415	303	11,710	7,274	4.96	4.18	253	5.26
1974	31,401	228	16,268	204	10,560	7,457	3.06	2.74	218	4.21
1975	36,426	274	17,762	245	11,441	7,942	3.45	3.09	224	4.58
1976	34,345	254	18,315	225	11,685	8,420	3.02	2.67	218	4.08
1977	38,524	360	19,728	310	12,652	9,054	3.97	3.42	218	4.26
1978	42.684	376	21,029	315	13,423	9,826	3.83	3.21	214	4.34
1979	40,468	328	20,798	287	13,449	9,811	3.34	2.93	212	4.12
1980	33,582	335	17,828	292	11,701	10,645	3.15	2.74	167	3.15
1981	35,989	364	18,090	321	11,824	10,733	3.39	2.99	169	3.35
1982	38,192	296	17,538	263	11,504	10,947*	2.70*	2.40*	160*	3.48*

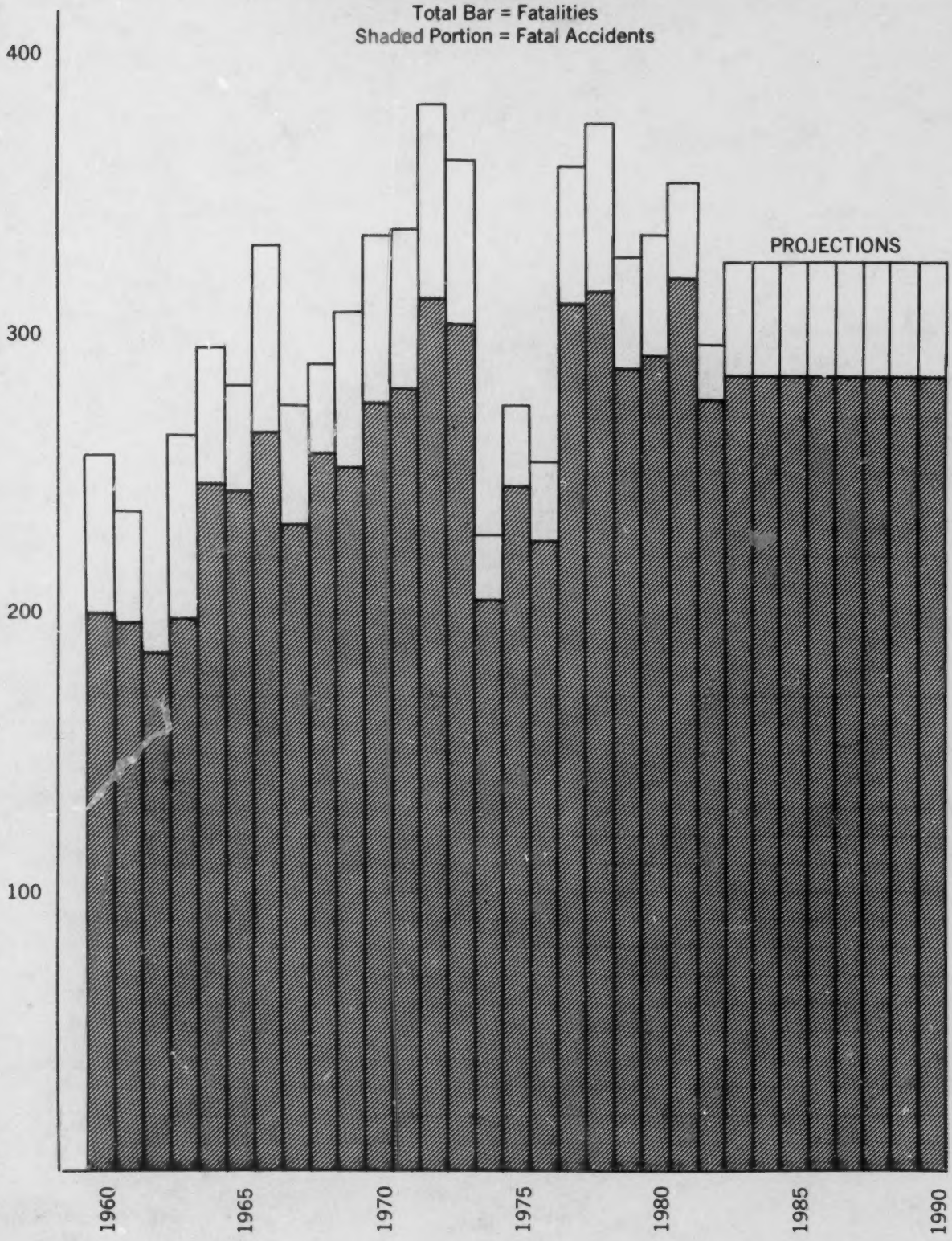
*Estimated

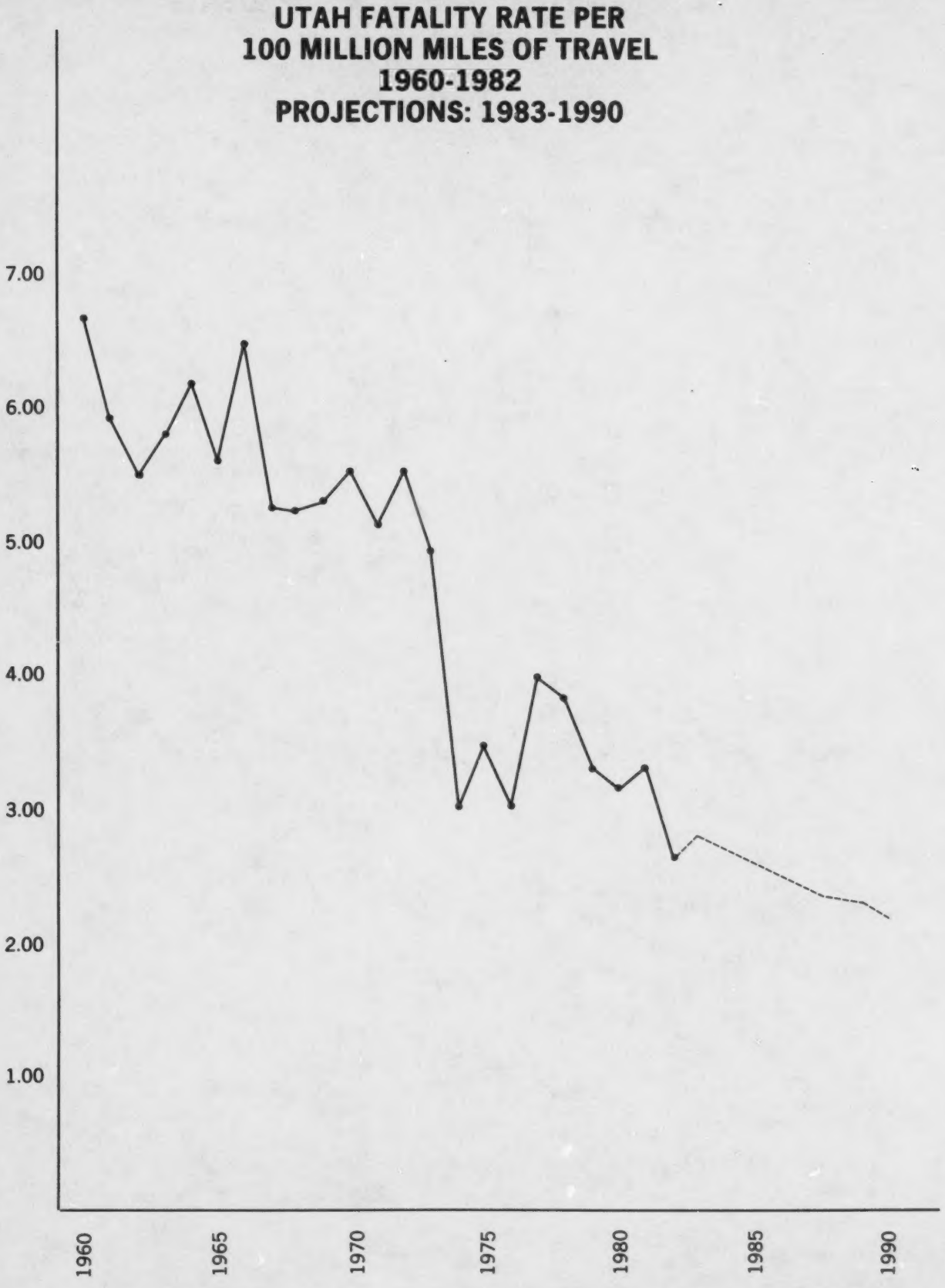
CUMULATIVE NUMBER OF FATAL ACCIDENTS
Number Killed

Year	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	DEATHS PER 100 MILLION VEHICLE MILES TRAVELED
1972	26 31	44 53	71 89	84 104	110 135	136 165	170 207	204 251	235 288	261 317	276 342	312 382	5.48
1973	21 25	32 36	61 72	85 102	117 138	144 169	176 218	206 253	230 280	261 317	282 339	303 361	4.96
1974	6 6	9 9	18 18	41 41	65 72	87 96	110 123	126 139	149 166	174 196	192 215	204 228	3.06
1975	18 21	33 41	42 52	54 67	78 91	106 125	131 150	161 183	184 209	208 233	227 255	245 274	3.45
1976	20 22	45 55	58 69	69 80	88 103	102 119	134 155	153 176	173 198	195 221	210 238	225 254	3.02
1977	19 21	37 41	60 65	78 86	104 115	135 148	172 195	204 242	229 272	260 309	283 333	310 360	3.97
1978	12 14	30 33	51 54	75 82	97 105	131 146	176 204	209 252	243 295	272 327	298 358	315 376	3.83
1979	25 26	38 40	61 65	88 95	111 121	137 148	168 181	196 213	227 256	243 275	266 305	287 328	3.34
1980	18 20	31 34	53 59	79 90	103 117	132 147	159 182	185 211	214 242	242 275	267 309	292 335	3.15
1981	23 25	42 46	64 69	88 99	109 125	140 161	182 206	218 245	241 269	269 303	295 331	321 364	3.39
1982	13 15	29 33	55 61	72 80	96 108	119 134	152 173	186 211	216 246	231 261	248 278	263 296	2.70
Cumulative difference in deaths between current year and previous year:	-10	-13	- 8	-19	-17	-29	-33	-34	-23	-42	-57	-68	


UTAH ACCIDENTS
1965-1985
(---ESTIMATED)
44000
41000
39000
36000
33000
30000
27000
24000
21000
18000
15000
12000
9000
6000
3000
300
200
100
TOTAL ACCIDENTS
REPORT LIMIT
FROM $200 TO
$400
PROPERTY DAMAGE
ACCIDENTS
INJURY ACCIDENTS
FATAL ACCIDENTS
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85

UTAH FATALITIES AND FATAL ACCIDENTS
1960-1982
PROJECTIONS: 1983-1990




UTAH FATALITY RATE PER
100 MILLION MILES OF TRAVEL
1960-1982
PROJECTIONS: 1983-1990
7.00
6.00
5.00
4.00
3.00
2.00
1.00
1960
1965
1970
1975
1980
1985
1990

1982 FATAL ACCIDENTS BY COUNTY

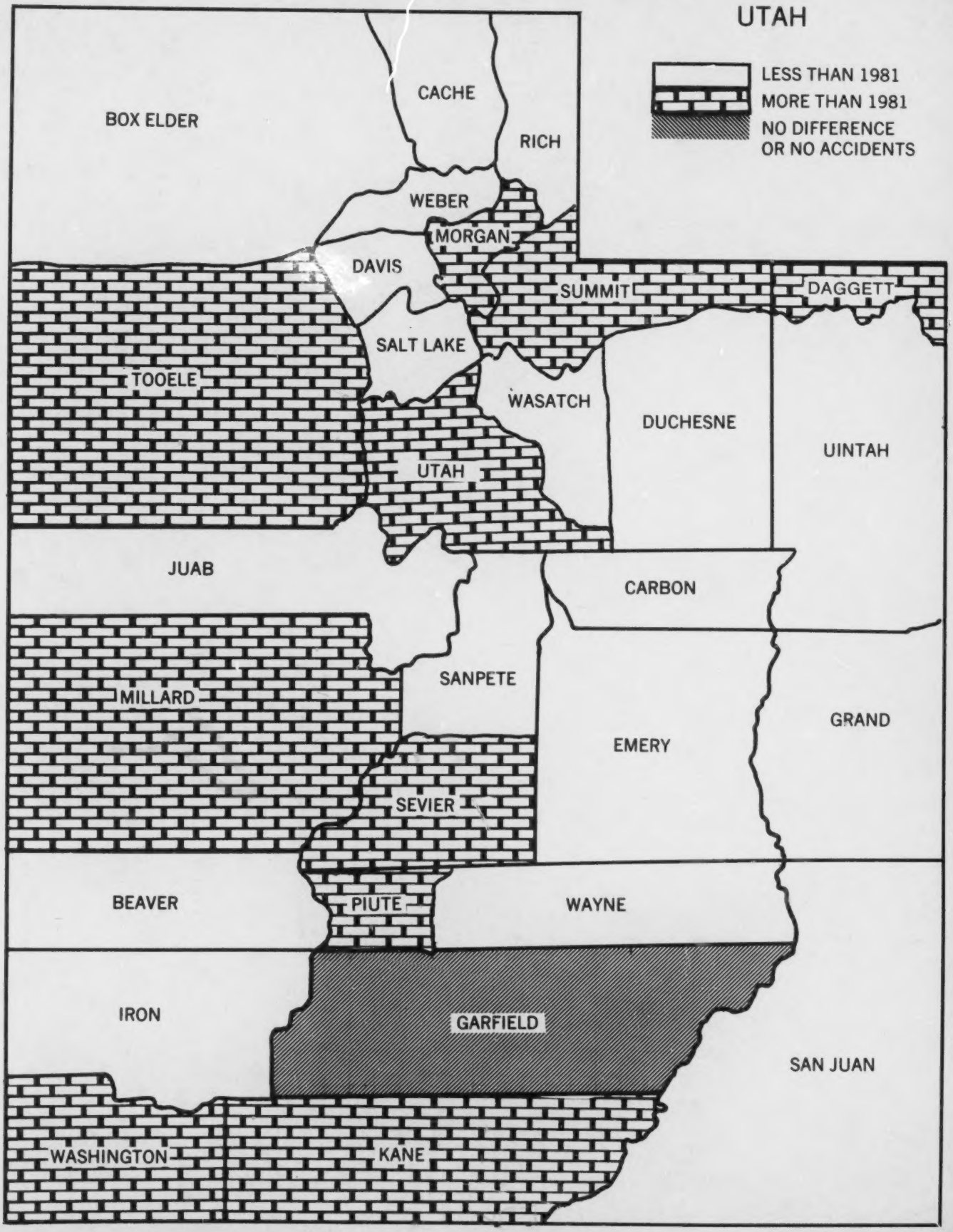


TABLE III

FATAL CRASHES BY COUNTY

COUNTY	1980 Total	1980 %	1981 Total	1981 %	1982 Total	1982 %
Box Elder	5	1.7	14	4.4	11	4.2
Carbon	10	3.4	14	4.4	12	4.6
Davis	12	4.1	15	4.7	10	3.8
Salt Lake	102	34.8	85	26.5	73	27.8
Summit	11	3.7	5	1.6	10	3.8
Tooele	7	2.4	7	2.2	11	4.2
Utah	32	11.0	26	8.1	29	11.0
Uintah	12	4.1	12	3.7	11	4.2
Washington	5	1.7	6	1.9	12	4.6
Weber	16	5.5	27	8.4	10	3.8
Percentage of Total		72.4		65.9		72.0
Beaver	3	1.0	3	0.9	2	0.7
Cache	7	2.4	9	2.8	6	2.3
Daggett	0	0.0	0	0.0	3	1.2
Duchesne	6	2.1	8	2.5	4	1.5
Emery	5	1.7	15	4.5	4	1.5
Garfield	6	2.1	1	0.3	1	0.3
Grand	7	2.4	10	3.1	7	2.8
Iron	12	4.1	14	4.4	5	1.9
Juab	6	2.1	3	0.9	2	0.7
Kane	2	0.7	2	0.6	8	3.1
Millard	3	1.0	6	1.9	9	3.5
Morgan	0	0.0	0	0.0	1	0.3
Piute	0	0.0	0	0.0	1	0.3
Rich	3	1.0	7	2.2	1	0.3
San Juan	4	1.4	14	4.4	5	1.9
Sanpete	6	2.1	4	1.2	2	0.7
Sevier	6	2.1	7	2.2	9	3.5
Wasatch	4	1.4	6	1.9	4	1.5
Wayne	0	0.0	1	0.3	0	0.0
Percentage of Total		27.6		34.1		28.0

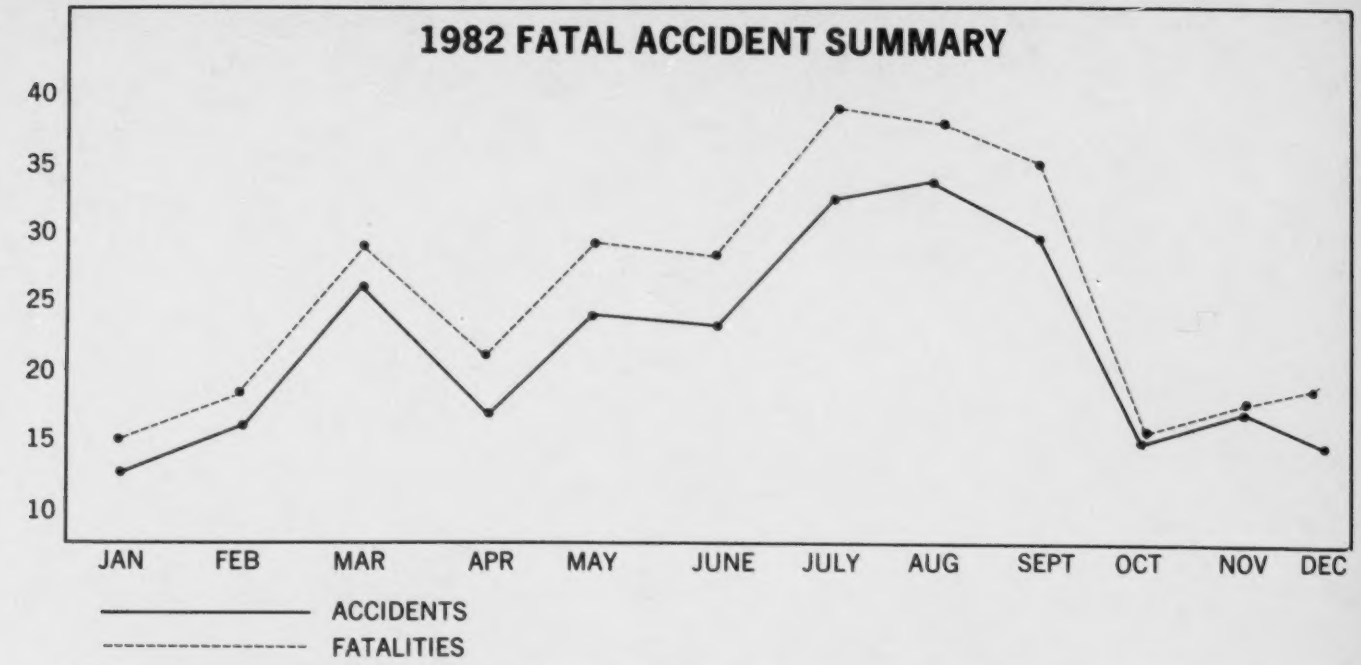
IN 1982, 72.0% OF ALL FATAL CRASHES OCCURRED IN TEN COUNTIES.

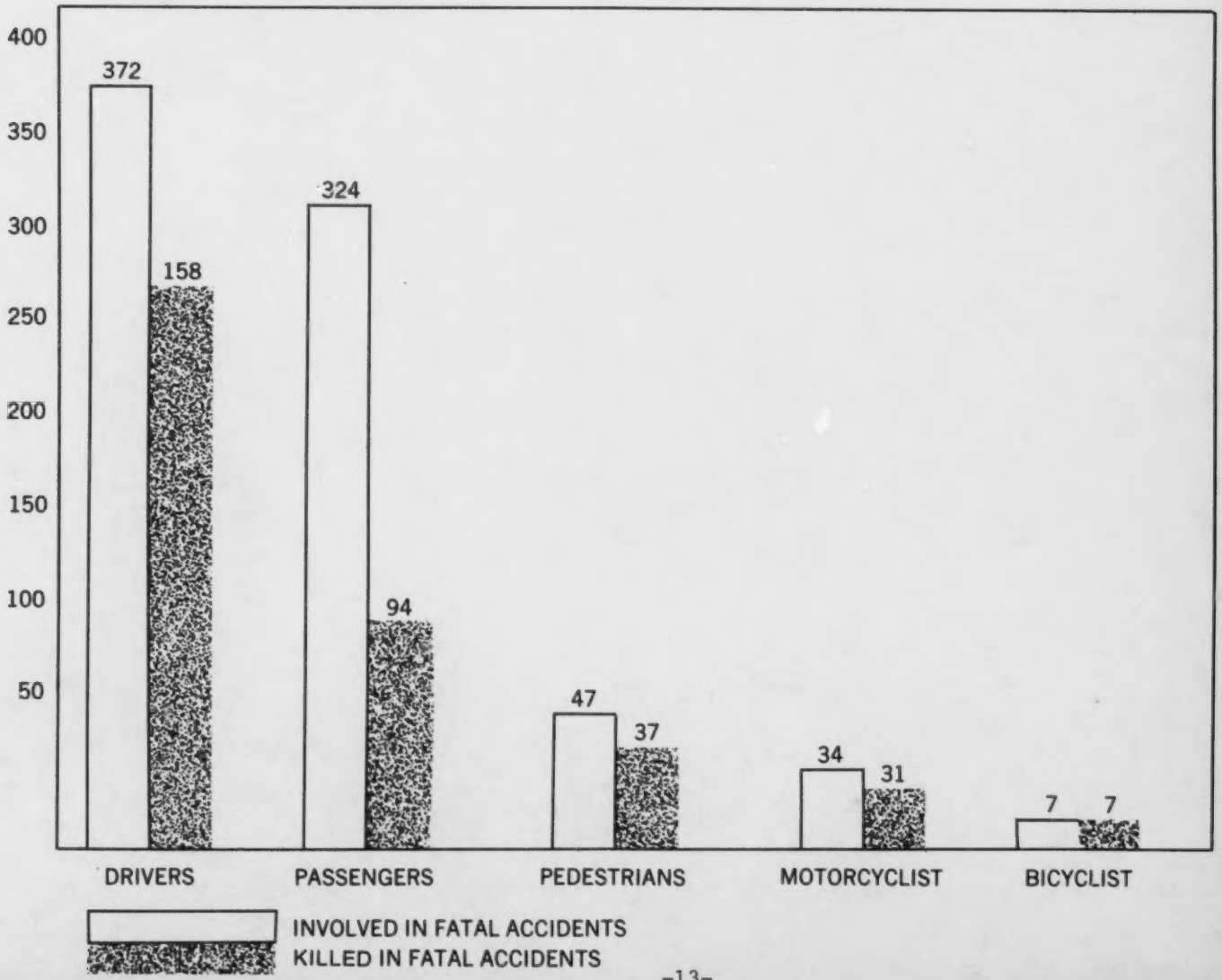
TABLE IV

FATAL CRASHES BY CITY

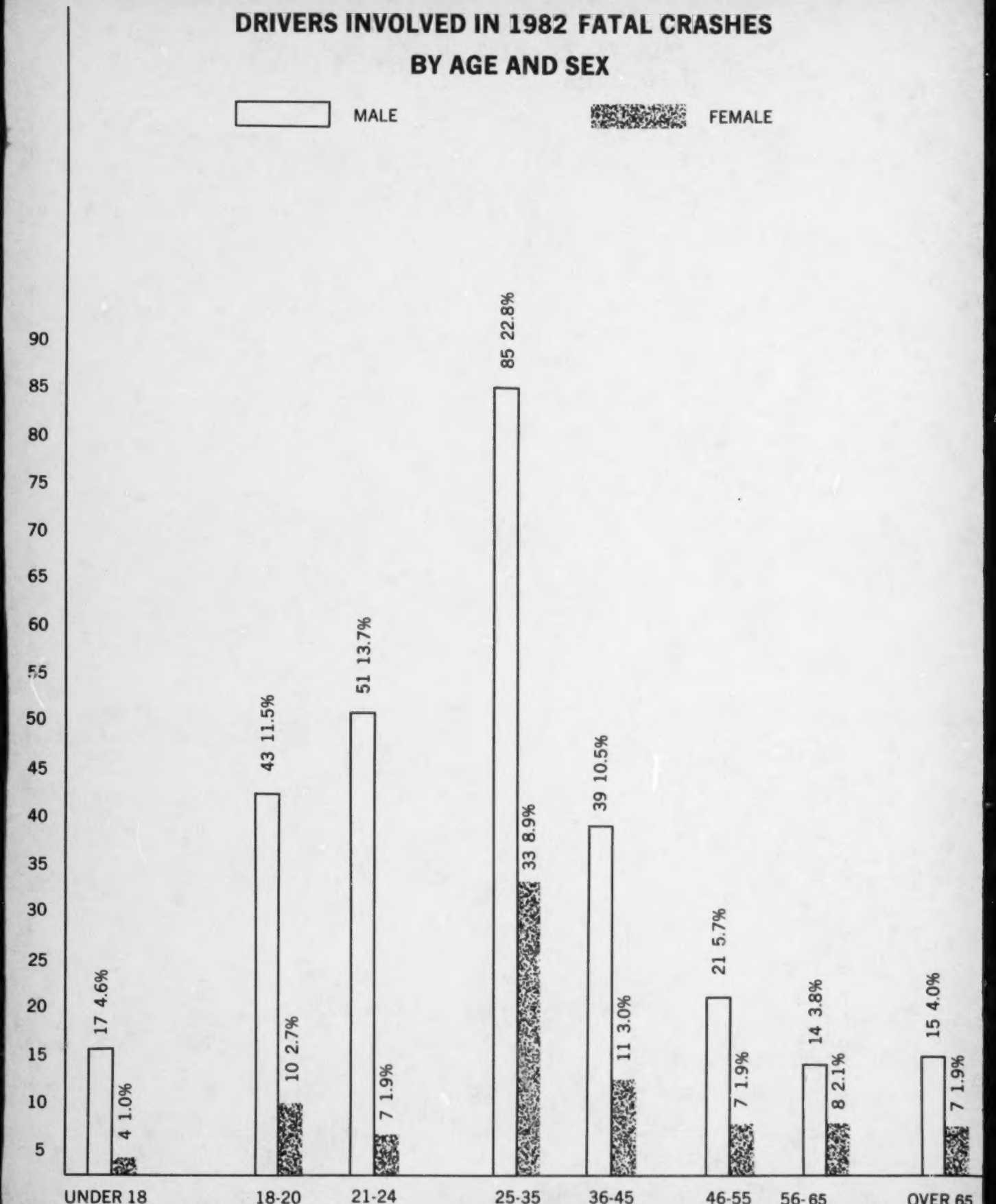
CITY	1980 Total	1980 %	1981 Fatal	1981 %	1982 Fatal	1982 %
Altamont	0	0.0	1	0.3	0	0.0
Aneth	0	0.0	1	0.3	0	0.0
American Fork	1	0.3	0	0.0	0	0.0
Bountiful	0	0.0	2	0.6	1	0.4
Brigham City	0	0.0	3	0.9	2	0.8
Cedar City	2	0.7	1	0.3	0	0.0
Centerville	1	0.3	1	0.3	0	0.0
Cleveland	0	0.0	1	0.3	0	0.0
Copperton	0	0.0	1	0.3	0	0.0
Draper	2	0.7	1	0.3	1	0.4
Farmington	2	0.7	0	0.0	0	0.0
Flowell	0	0.0	1	0.3	0	0.0
Genola	1	0.3	0	0.0	0	0.0
Goshen	0	0.0	1	0.3	0	0.0
Granger	2	0.7	2	0.6	2	0.8
Harrisville	0	0.0	1	0.3	0	0.0
Helper	2	0.7	0	0.0	1	0.4
Honeyville	1	0.3	1	0.3	0	0.0
Hooper	1	0.3	0	0.0	0	0.0
Huntsville	0	0.0	1	0.3	0	0.0
Hurricane	1	0..3	0	0.0	0	0.0
Hyde Park	2	0.7	0	0.0	0	0.0
Ibapah	1	0.3	0	0.0	0	0.0
Kearns	0	0.0	1	0.3	1	0.4
Lark	1	0.3	0	0.0	0	0.0
Layton	4	1.4	1	0.3	5	1.9
Lehi	1	0.3	0	0.0	4	1.5
Levan	1	0.3	0	0.0	0	0.0
Lindon	2	0.77	2	0.6	1	0.4
Logan	0	0.0	1	0.3	0	0.0
Magna	1	0.3	2	0.6	1	0.4
Manti	0	0.0	1	0.3	0	0.0
Martin	0	0.0	1	0.3	0	0.0
Midvale	1	0.3	5	1.6	3	1.1
Moab	1	0.3	0	0.0	0	0.0
Montezuma Creek	1	0.3	0	0.0	1	0.4
Mt. Pleasant	1	0.3	0	0.0	0	0.0
Murray	8	2.7	1	0.3	5	1.9
North Salt Lake	1	0.3	4	1.2	3	1.1

CITY	1980 Total	1980 %	1981 Total	1981 %	1982 Total	1982 %
Ogden	5	1.7	5	1.6	7	2.7
Orem	2	0.7	1	0.3	6	2.3
Park City	1	0.3	1	0.3	0	0.0
Parowan	1	0.3	0	0.0	0	0.0
Payson	1	0.3	0	0.0	1	0.4
Perry	0	0.0	1	0.3	2	0.8
Plain City	2	0.7	0	0.0	0	0.0
Pleasant Grove	2	0.7	1	0.3	0	0.0
Pleasant View	0	0.0	2	0.6	0	0.0
Price	1	0.3	2	0.6	1	0.4
Provo	7	2.4	4	1.2	4	1.5
Randolph	0	0.0	1	0.3	0	0.0
Riverdale	1	0.3	1	0.3	1	0.4
Riverton	1	0.3	1	0.3	0	0.0
Roosevelt	0	0.0	0	0.0	1	0.4
Roy	1	0.3	2	0.6	0	0.0
St George	1	0.3	1	0.3	0	0.0
Salina	1	0.3	0	0.0	0	0.0
Salt Lake City	40	13.7	39	12.1	38	14.4
Sandy	4	1.4	2	0.6	5	1.9
Smithfield	1	0.3	0	0.0	0	0.0
South Jordan	0	0.0	1	0.3	2	0.8
South Ogden	0	0.0	5	1.6	0	0.0
South Salt Lake	2	0.7	2	0.6	5	1.9
South Weber	1	0.3	0	0.0	0	0.0
Spanish Fork	1	0.3	0	0.0	0	0.0
Spring Glen	0	0.0	1	0.3	1	0.4
Springville	0	0.0	1	0.3	0	0.0
Sunset	1	0.3	3	0.9	0	0.0
Taylorsville	1	0.3	1	0.3	1	0.4
Tooele	0	0.0	1	0.3	1	0.4
Tooele Army Depot	1	0.3	0	0.0	0	0.0
Tremonton	0	0.0	0	0.0	1	0.4
Uintah	1	0.3	1	0.3	0	0.0
Vernal	1	0.3	2	0.6	5	1.9
West Bountiful	1	0.3	1	0.3	0	0.0
West Jordan	2	0.7	1	0.3	1	0.4
West Point	0	0.0	1	0.3	0	0.0
West Valley	0	0.0	3	0.9	2	0.8
Willard	1	0.3	0	0.0	1	0.4
Wilson	1	0.3	0	0.0	0	0.0

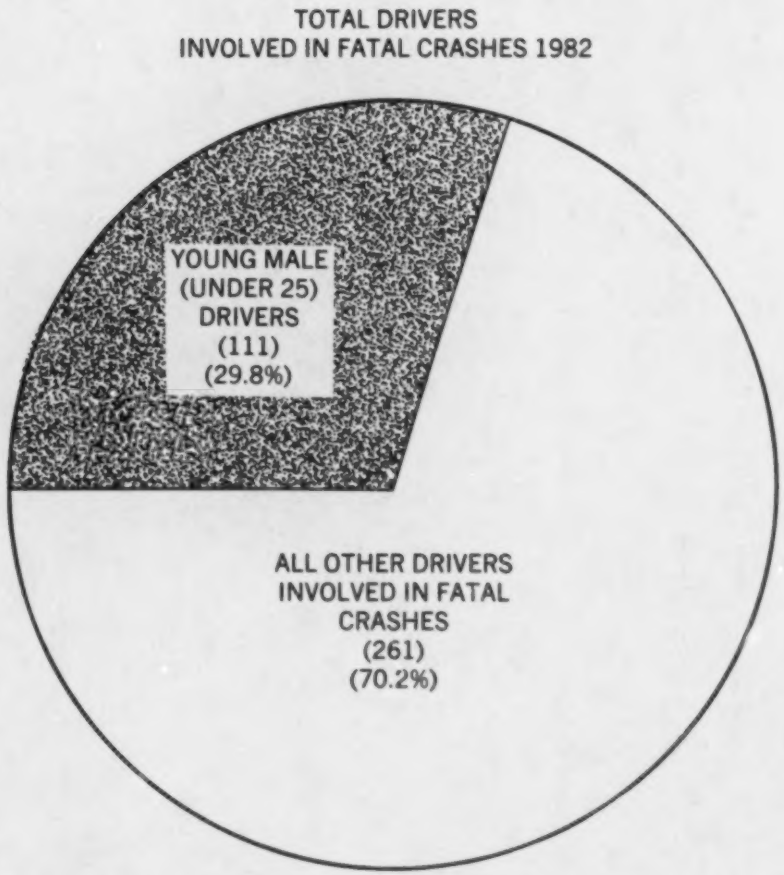

1982 FATAL ACCIDENT SUMMARY
40
35
30
25
20
15
10
JAN
FEB
MAR
APR
MAY
JUNE
JULY
AUG
SEPT
OCT
NOV
DEC
ACCIDENTS
FATALITIES


400
350
300
250
200
150
100
50
372
158
324
94
47
37
34
31
7
7
DRIVERS
PASSENGERS
PEDESTRIANS
MOTORCYCLIST
BICYCLIST
INVOLVED IN FATAL ACCIDENTS
KILLED IN FATAL ACCIDENTS

DRIVERS INVOLVED IN 1982 FATAL CRASHES BY AGE AND SEX



DRIVER AGE AND SEX



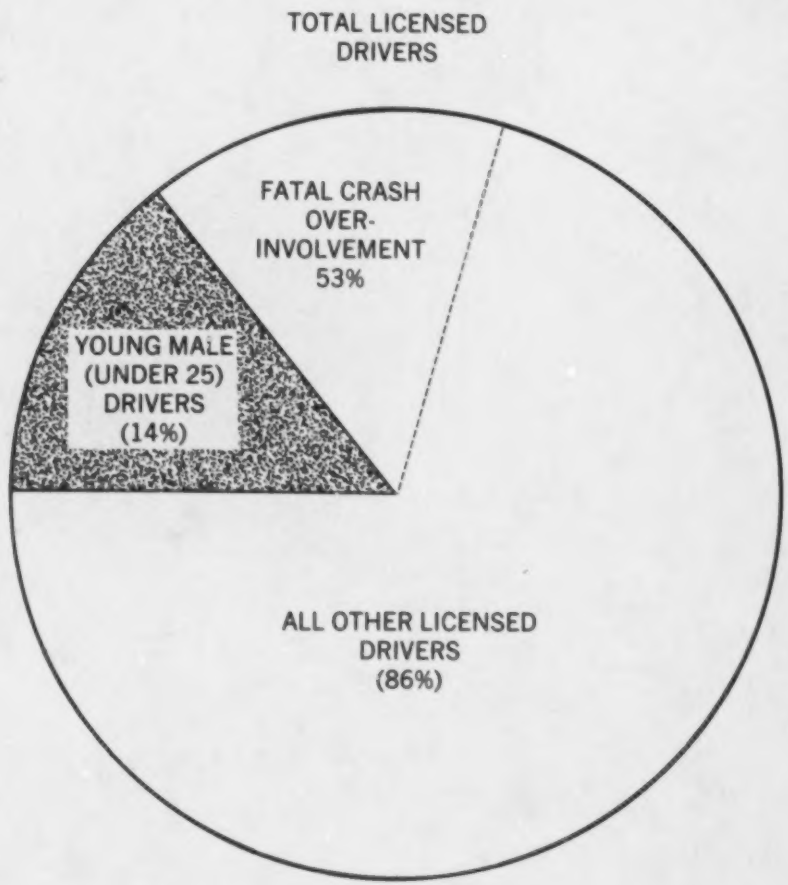


TABLE V

DRIVERS AGE BY SEX

	1981				1982			
	Male		Female		Male		Female	
AGE	Total	%	Total	%	Total	%	Total	%
Under 18	18	4.1	6	1.4	17	4.6	4	1.0
18 - 20	48	10.9	11	2.5	43	11.5	10	2.7
21 - 24	58	13.2	12	2.7	51	13.7	7	1.9
25 - 35	107	24.4	31	7.1	85	22.8	33	8.9
36 - 45	41	9.4	10	2.3	39	10.5	11	3.0
46 - 55	33	7.5	8	1.8	21	5.7	7	1.9
56 - 65	17	3.9	9	2.1	14	3.8	8	2.1
Over 65	20	4.6	9	2.1	15	4.0	7	1.9
Total	342	78.0	96	22.0	285	76.6	87	23.4

IN 1982 FATAL CRASHES, 35.4% OF THE DRIVERS WERE UNDER 25 YEARS OF AGE. SINCE THIS AGE GROUP OF DRIVERS MAKES UP 29% OF THE LICENSED DRIVERS IN UTAH, THEY ARE OVERREPRESENTED IN FATAL CRASHES. ADDITIONALLY, 29.8% OF THE DRIVERS INVOLVED IN 1982 FATAL CRASHES WERE UNDER AGE 25 AND MALE. SINCE THIS GROUP OF DRIVERS COMPRISE 15% OF ALL LICENSED DRIVERS IN UTAH, THEY ARE OVER-INVOLVED IN FATAL CRASHES.

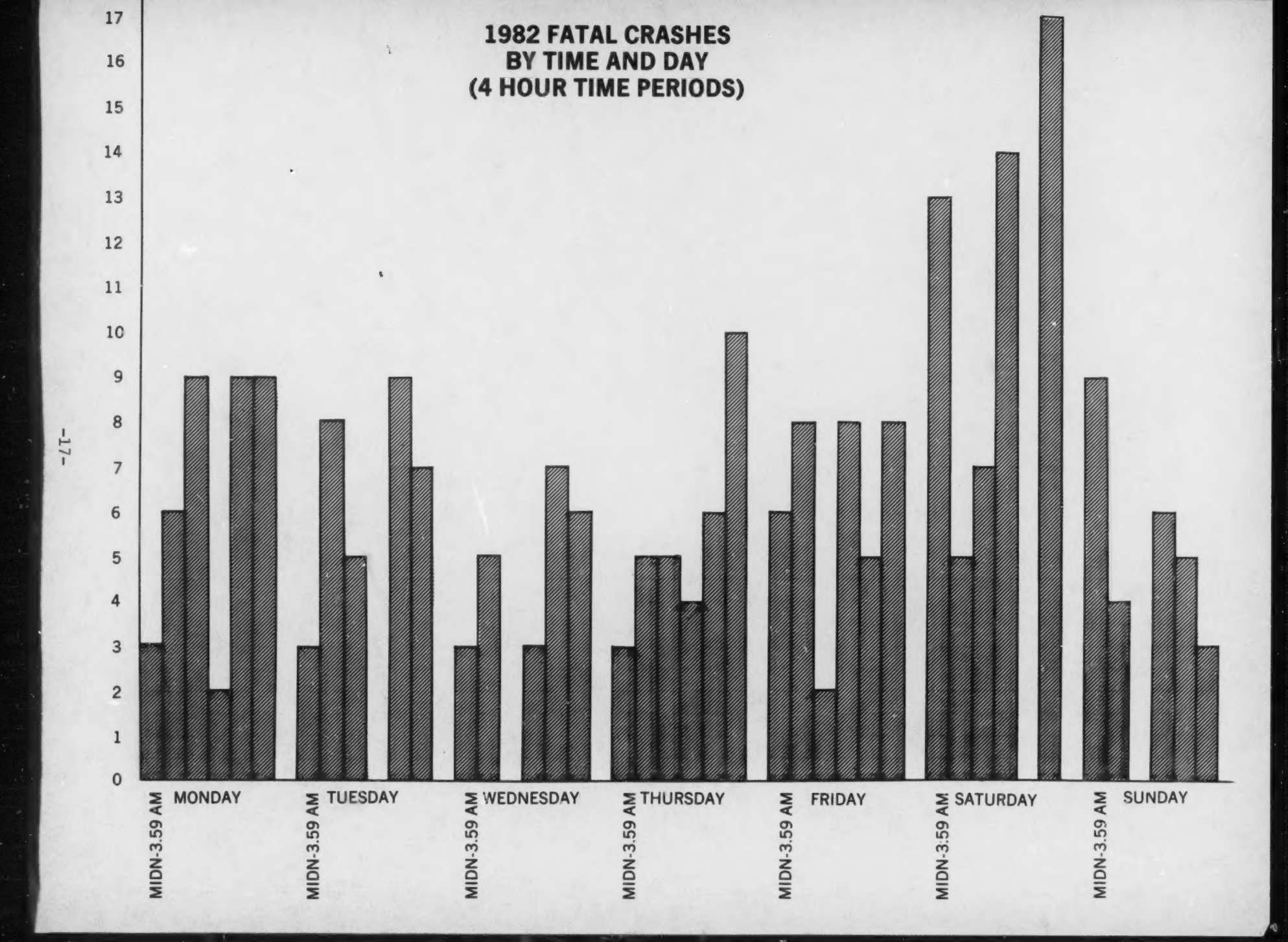

1982 FATAL CRASHES
BY TIME AND DAY
(4 HOUR TIME PERIODS)
17
16
15
14
13
12
11
10
9
8
7
6
5
4
3
2
1
0
MIDN-3.59 AM
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY
SUNDAY

TABLE VI

FATAL ACCIDENTS BY DAY OF WEEK

DAY	1980 Total	1980 %	1981 Total	1981 %	1982 Total	1982 %
Monday	39	13.4	36	11.2	38	14.4
Tuesday	35	12.0	42	13.1	35	13.3
Wednesday	36	12.3	38	11.8	24	9.1
Thursday	48	16.4	47	14.6	33	12.6
Friday	35	12.0	46	14.3	38	14.4
Saturday	50	17.1	66	20.6	68	25.9
Sunday	49	16.8	46	14.4	27	10.3

TABLE VII

FATAL ACCIDENTS BY TIME OF DAY

	1980 Crashes Total	1980 Crashes %	1981 Crashes Total	1981 Crashes %	1982 Crashes Total	1982 Crashes %
Midnight - 3:59 a.m.	51	17.8	46	14.4	40	15.2
4:00 a.m. - 7:59 a.m.	38	13.0	26	8.1	41	15.6
8:00 a.m. - 11:59 a.m.	30	10.3	33	10.3	28	10.7
Noon - 3:59 p.m.	42	14.4	62	19.4	40	15.2
4:00 p.m. - 7:59 p.m.	70	24.0	79	24.7	52	19.8
8:00 p.m. - Midnight	61	20.9	75	23.1	60	22.8
Unknown					2	0.7

DURING 1982, SATURDAY WAS THE MOST HEAVILY REPRESENTED DAY OF THE WEEK WITH 25.9% OF ALL FATAL CRASHES. THE HIGHEST TIME PERIOD FOR FATAL CRASHES IN 1982, WAS 8:00 P.M. TO MIDNIGHT WITH 22.8% OF ALL FATAL CRASHES OCCURRING DURING THAT TIME PERIOD.

1982 FATAL CRASHES BY CLASS OF TRAFFICWAY

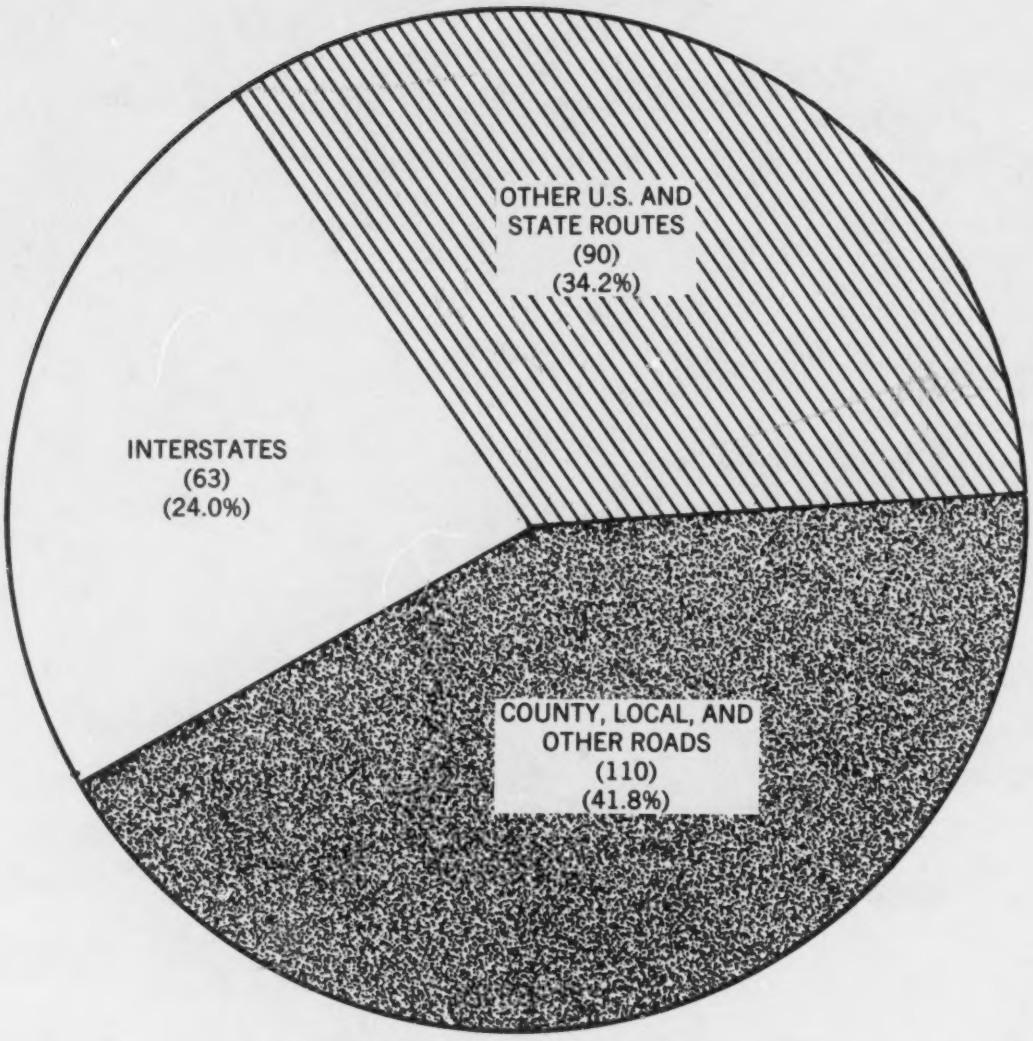


TABLE VIII

FATAL CRASHES

BY CLASS OF TRAFFICWAY

Year	Interstate Total	%	Other U.S. & State Routes Total	%	County, Local & Other Roads Total	%	Total Fatal Crashes
1980	37	12.7	158	54.1	96	32.9	292
1981	57	17.8	147	45.8	117	36.4	321
1982	63	24.0	90	34.2	110	41.8	263

IN 1982, 24% OF ALL FATAL CRASHES OCCURRED ON THE INTERSTATE SYSTEM, 34.2% ON OTHER U.S. AND STATE ROUTES, AND 41.8% OF THE FATAL CRASHES OCCURRED ON THE LOCAL AND COUNTY TRAFFICWAYS.

VEHICLE TYPES INVOLVED IN 1982 FATAL CRASHES

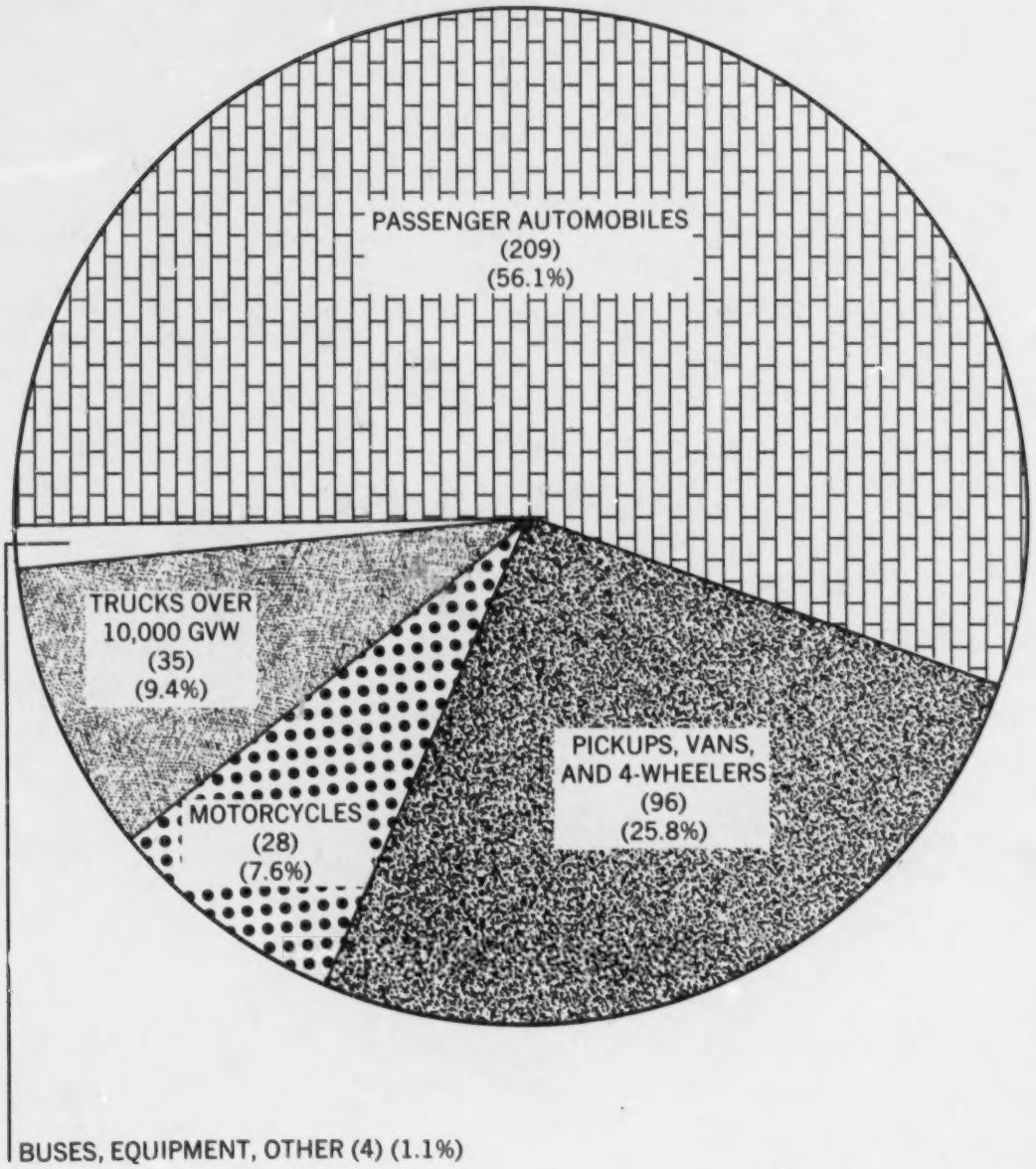


TABLE IX

VEHICLE TYPES

IN FATAL CRASHES

Year	Auto Total	%	Pickups Vans and 4-Wheelers Total	%	Motor-cycles Total	%	Trucks Over 10,000 GVW Total	%	Buses, Equipment and Other Vehicles Total	%	Total Vehicles
1980	206	50.7	107	26.3	44	10.8	41	10.2	8	2.0	406
1981	213	48.7	130	29.7	39	8,9	37	8.4	19	4.3	438
1982	209	56.1	96	25.8	28	7.6	35	9.4	4	1.1	372

IN 1982, THE NUMBER OF TRUCKS OVER 10,000 LBS. GROSS VEHICLE WEIGHT SHOWED A DECREASED INVOLVEMENT IN FATAL CRASHES COMPARED TO 1981. THE PROPORTION OF MOTORCYCLES, PICKUPS, VANS AND FOUR WHEELERS ALSO DECREASED IN 1982.

TABLE X

FATAL CRASHES

ENVIRONMENTAL AND VEHICLE DEFECT CONDITIONS

Conditions	1980 Crashes Total	%	1981 Crashes Total	%	1982 Crashes Total	%
Rain-fog-dust, etc.	10	3.4	2	0.6	3	0.8
Sunlight glare	2	0.7	5	1.5	0	0.0
View blocked	3	0.9	0	0.0	0	0.0
Avoiding animal, etc.	2	0.6	6	1.8	2	0.2
Crosswind	1	0.3	0	0.0	1	0.2
Slippery surface	19	6.5	16	5.0	10	2.7
Avoiding holes & debris	1	0.3	2	0.6	0	0.0
Poor roadway, etc.	5	1.7	1	0.3	0	0.0
Tires - wheel	10	2.5	9	2.1	5	1.3
Brake failure	13	3.0	6	1.4	3	0.8
Steering failure	1	0.2	0	0.0	2	0.2
Lights failure	6	1.5	7	1.77	4	1.1
Other vehicle defects	3	0.7	3	0.6	4	1.1

ENVIRONMENT AND VEHICLE DEFECTS DID NOT SIGNIFICANTLY CONTRIBUTE TO FATAL CRASHES IN 1982.

FIRST HARMFUL EVENT
1982 FATAL CRASHES

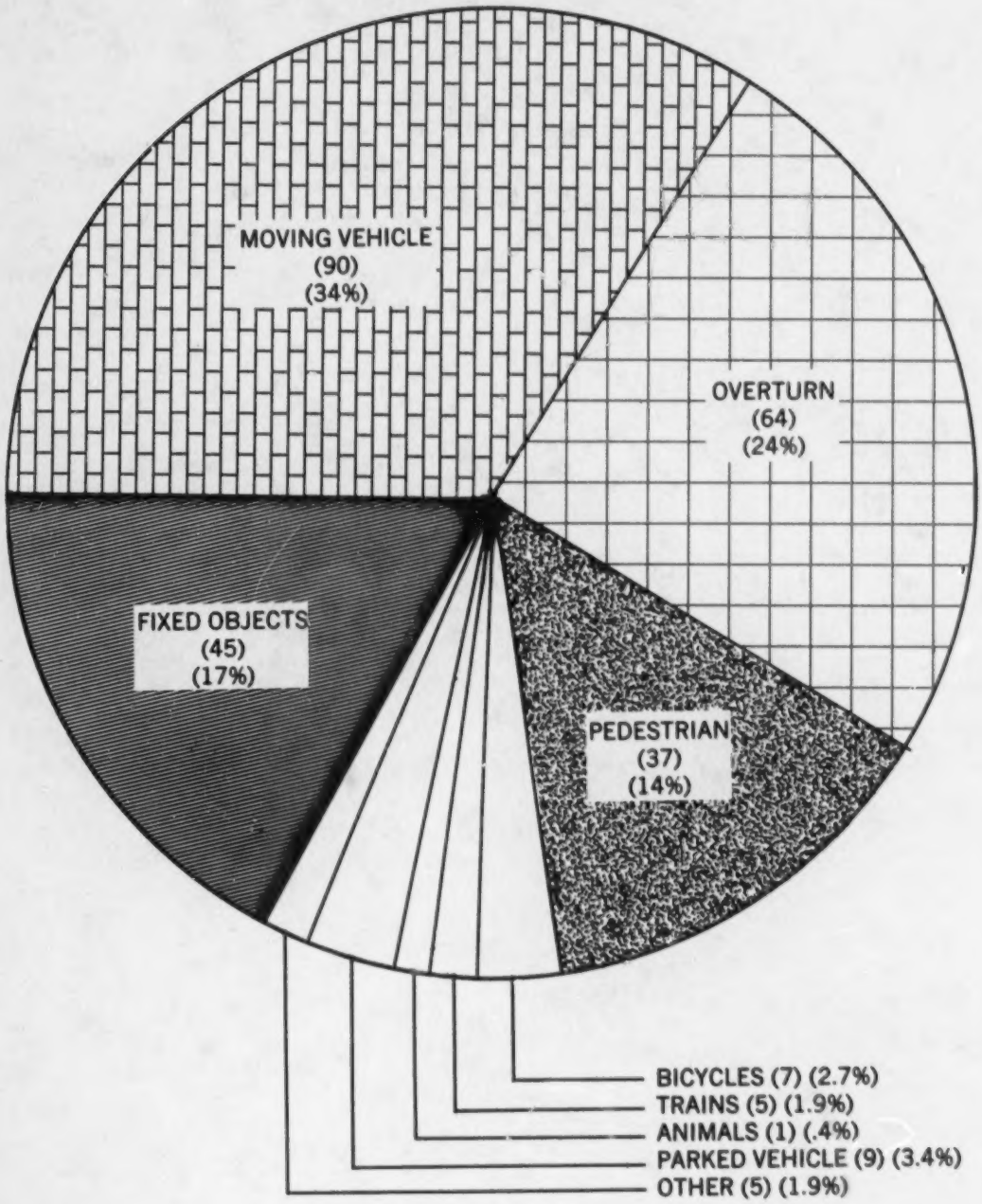


TABLE XI

1982 PEDESTRIAN FATALITIES

Accident Summary

	Total	Percent
In Salt Lake County	19	51.4
In Weber, Davis and Utah Counties	10	27.0
Between 5:00 p.m. - 6:59 p.m.	9	24.3
In Urban Areas	27	73.0
On Roadway	34	91.9
Not physically divided road	26	70.3
On Roadway with posted speed 40 MPH or less	21	56.8
No traffic controls	32	86.5
Dark	19	51.3
Clear weather	33	89.2
Hit and run	2	5.4
In shopping areas	20	54.1
In residential areas	10	27.0
On Saturdays	8	21.6
Investigated by local police	20	54.1
Total accidents	37	

TABLE XII

1982 PEDESTRIAN FATAL ACCIDENTS

Driver Summary

	Total	Percent
Utah Drivers	36	92.3
Traveling 40 mph or less	12	30.8
Traveling straight	39	100.0
Drove recklessly	6	15.4
Failed to yield	2	5.1
Were speeding	2	5.1
Were drinking	7	18.0
Were under 25	15	38.5
Did not contribute	27	69.2
Total drivers	39	100.0

Pedestrians Killed

	Total	Percent
Under 4 years of age	4	10.8
Age 5-12	3	8.1
Age 13-15	0	0.0
Age 16-18	3	8.1
Age 19-25	3	8.1
Age 26-60	17	45.9
Age 60 and above	7	19.0
Male	25	67.6
In a crosswalk	3	8.1
Not in a crosswalk nor at intersection	24	64.9
Had been drinking	10	27.0
Ran into roadway	1	2.7
Crossing improperly	13	35.1

THERE WERE 37 PEDESTRIANS KILLED IN 1982 AS COMPARED TO 43 IN 1981. THE PEDESTRIAN MOST OFTEN CONTRIBUTES TO THE ACCIDENT BY CROSSING IMPROPERLY WHEN VISIBILITY IS LOW DUE TO DARKNESS.

TABLE XIII

1982 MOTORCYCLE ACCIDENTS

Accident Summary

	Total	Percent
In Salt Lake County	12	42.9
In Weber, Davis and Utah Counties	6	21.4
Between 5:00 p.m. - Midnight	9	32.1
In urban areas	19	67.9
Collision with another vehicle	19	67.9
Overturn	3	10.7
Clear weather	28	100.0
Total accidents	28	100.00

Driver Summary

	Total	Percent
Under 25 years of age	18	64.3
Male	28	100.0
No motorcycle helmet	22	78.6
Had been drinking	6	21.4
BAC greater than .08%	4	14.3
Speeding	10	35.7
Reckless/Careless	2	7.1
Total drivers	28	100.0

Motorcyclists Killed

	Total	Percent
Drivers killed	26	92.9
Under 25	16	61.6
Male	26	100.0
No motorcycle helmet	21	80.8
BAC over .08%	4	15.4
Passengers killed	5	83.3
Male	2	40.0
No motorcycle helmet	4	80.0

MOTORCYCLISTS INVOLVED IN 1982 FATAL CRASHES WERE PREDOMINANTLY YOUNG. THERE WERE 31 MOTORCYCLISTS KILLED OF WHICH 5 WERE WEARING HELMETS.

DRIVERS CONTRIBUTING FACTORS IN FATAL CRASHES

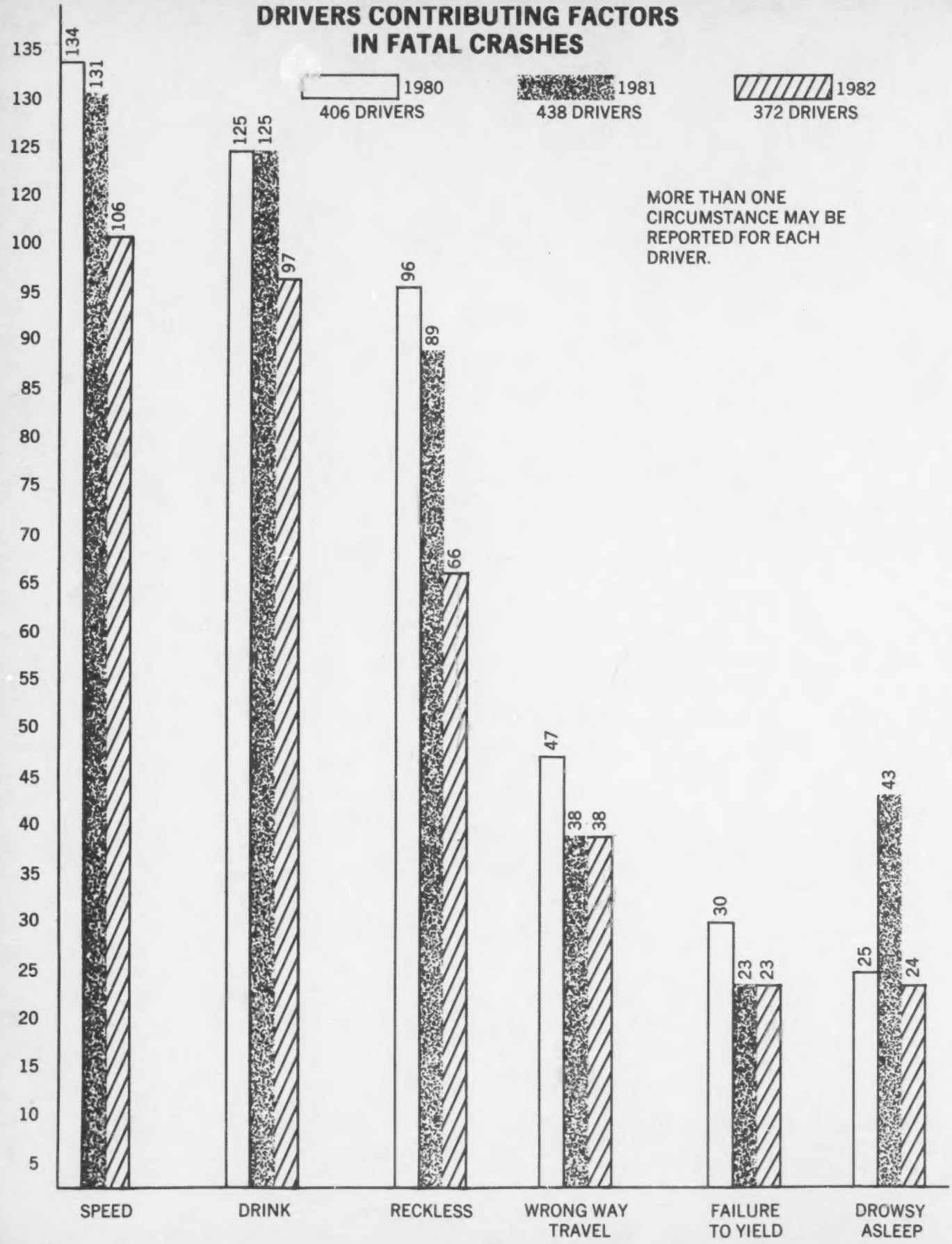


TABLE XIV

FATAL CRASH

DRIVER'S CONTRIBUTING FACTORS

Year	Speeding Total	%	Drinking Total	%	Reckless Total	%	Wrong-Way Travel Total	%	Failure To Yield Total	%	Drowsy/ Asleep Total	%
1980	134	32.3	125	30.8	96	23.6	47	11.6	30	7.4	25	6.2
1981	131	29.9	125	28.5	89	20.3	38	8.6	23	5.2	43	9.8
1982	106	28.4	97	26.0	66	17.8	38	10.2	23	6.1	24	6.4

IN 1982, SPEEDING WAS A LEADING CONTRIBUTING CIRCUMSTANCE OF FATAL INJURIES. DRINKING IS NOTED AS A CONTRIBUTING FACTOR FOR 26% OF THE DRIVERS AT THE TIME THE ACCIDENT REPORT IS COMPLETED. MORE THAN ONE CIRCUMSTANCE MAY BE REPORTED FOR EACH DRIVER.

TABLE XV

1982 DRIVER CONTRIBUTING FACTORS

SPEEDING

Accident Summary

	Total	Percent
In rural areas	73	70.9
Collision with another vehicle	24	23.3
Overturn	40	38.8
On dry roads	88	85.4
Clear weather	91	88.3
Total accidents	103	100.0

Driver Summary

	Total	Percent
Under 25 years of age	48	45.3
Male	91	85.8
No restraints used	99	93.4
Utah drivers	74	69.8
Speeds over 55	59	55.7
Previous accidents	3	2.8
Previous suspensions	15	14.2
Previous DUI's	10	9.4
Previous speed	42	39.7
Previous other harmful violations	31	29.2
Total drivers	106	100.0

Drivers Killed In Speed Related Crashes

	Total	Percent
Drivers killed	68	64.2
Male	58	85.3
Under 25 years of age	29	42.6
No restraint used	64	94.1

SPOT FACTS

1. IN 1982 FATAL CRASHES, 30.2% OF THE SPEEDING DRIVERS WERE FROM OUT-OF-STATE.

2. 45.3% OF THE DRIVERS WHO CONTRIBUTED BY SPEEDING WHERE UNDER 25 YEARS OF AGE AND 85.8% WERE MALE.

3. 38.8% OF THE FATAL CRASHES INVOLVING EXCESSIVE SPEED RESULTED IN OVERTURNS.

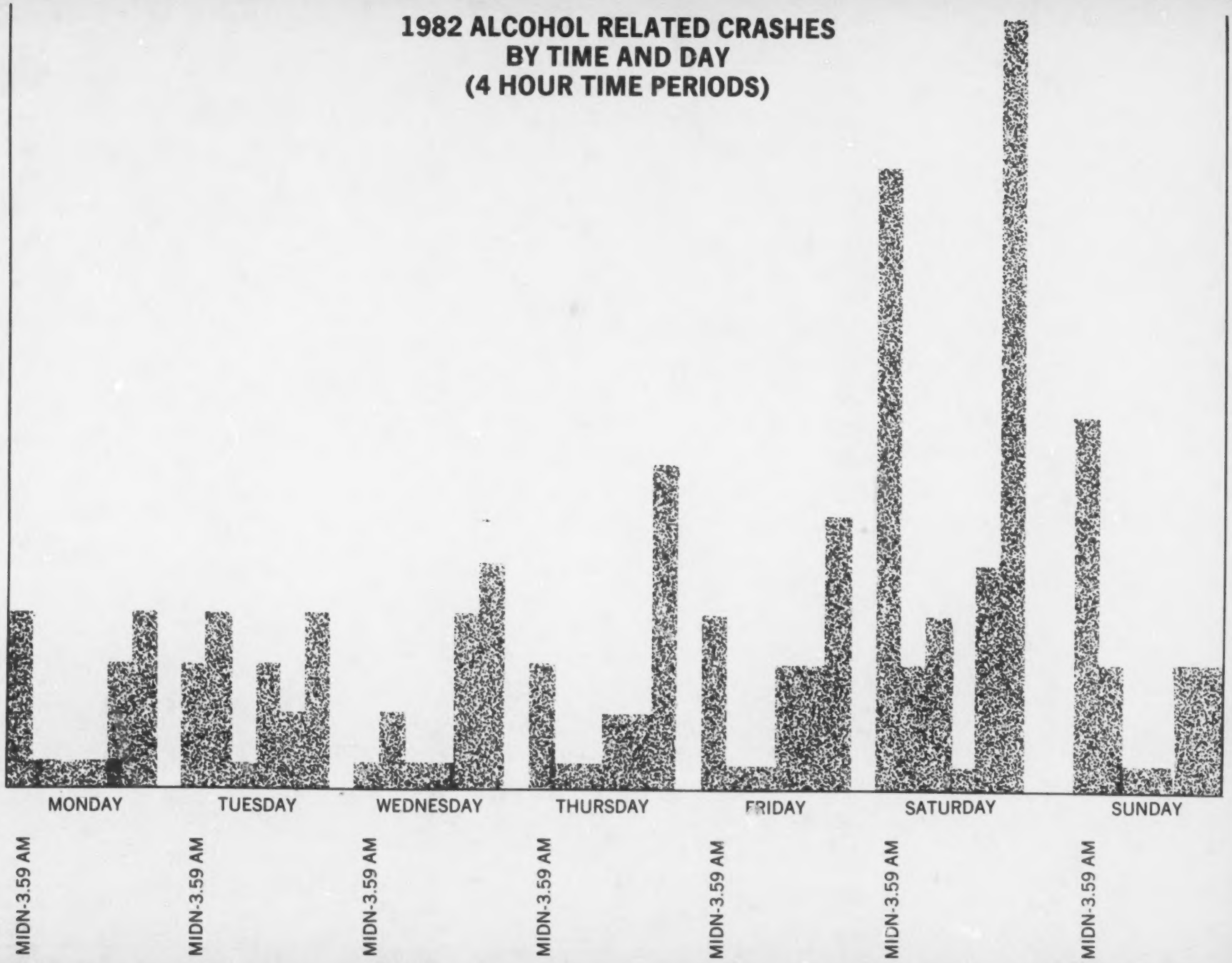

1982 ALCOHOL RELATED CRASHES
BY TIME AND DAY
(4 HOUR TIME PERIODS)
15
14
13
12
11
10
9
8
7
6
5
4
3
2
1
0
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY
SUNDAY
MIDN-3.59 AM
MIDN-3.59 AM
MIDN-3.59 AM
MIDN-3.59 AM
MIDN-3.59 AM
MIDN-3.59 AM
MIDN-3.59 AM

TABLE XVI

1982 DRIVER CONTRIBUTING FACTORS

DRINKING

Accident Summary

	Total	Percent
6:00 p.m. - Midnight	49	49.0
Rural areas	57	57.0
Collision with another vehicle	29	29.0
Overturn	22	22.0
On Saturday	36	36.0
On Interstate	20	20.0
Total accidents	100	100.0

Driver Summary

	Total	Percent
Under 25 years of age	59	43.7
Male	110	81.5
No restraint used	131	97.0
BAC over .08%	75	55.6
Utah drivers	112	83.0
Previous drivers	7	5.2
Previous suspensions	25	18.5
Previous DUI's	18	13.3
Previous speeding	50	37.0
Previous other harmful violations	46	34.1
Revoked or suspended	10	7.4
Total drivers	135	100.0

Drivers Killed In Alcohol Related Crashes

	Total	Percent
Drivers killed	61	45.2
Under 25 years of age	28	45.9
Male	52	85.2
No restraint used	58	95.1
BAC over .08%	49	80.3

All People Killed In Alcohol Related Crashes

	Total	Percent
Total people killed	113	
Drivers	61	54.0
Passengers	35	31.0
Pedestrians	15	13.3
Bicyclists	2	1.8
Under 25 years of age	54	47.8
Male	86	76.1
No restraint used	110	97.3
BAC over .08%	67	59.3

SPOT FACTS

1. IN 1982 ALCOHOL RELATED FATAL CRASHES, 49% OCCURRED BETWEEN 6:00 P.M. AND MIDNIGHT AND 36% OCCURRED ON SATURDAY.

2. 43.7% OF THE DRIVERS INVOLVED WERE UNDER 25 YEARS OF AGE.

3. 55.6% OF THE DRIVERS HAD A BAC LEVEL GREATER THAN .08%.

4. 45.2% OF THE DRIVERS INVOLVED IN ALCOHOL RELATED ACCIDENTS WERE FATALLY INJURED.

5. 66.7% OF THE PEDESTRIANS KILLED HAD BEEN DRINKING.

TABLE XVII

1982 DRIVER CONTRIBUTING FACTORS

RECKLESS/CARELESS

Accident Summary

	Total	Percent
In rural areas	36	57.1
Collision with another vehicle	21	33.3
Overturn	16	25.4
Total accidents	63	100.0

Driver Summary

	Total	Percent
Under 25 years old	24	38.1
Utah drivers	44	66.7
Speeds over 55 mph	9	13.7
Previous accidents	8	12.1
Previous suspensions	7	10.6
Previous DUI's	5	7.6
Previous speeding	19	28.8
Previous other harmful violations	18	27.3
Total drivers	66	100.0

Drivers Killed In Reckless Driving Related Accidents

	Total	Percent
Drivers killed	36	54.6
Utah drivers	21	58.3
Under 25 years old	14	38.9
Speeds over 55 mph	6	16.7

SPOT FACTS

1. IN 1982, 17.8% OF THE DRIVERS CONTRIBUTED TO THE FATAL CRASH THROUGH RECKLESS DRIVING.

2. 36.6% OF THE DRIVERS WERE UNDER 25 YEARS OF AGE.

3. 54.6% OF THE DRIVERS WHO CONTRIBUTED BY DRIVING RECKLESSLY WERE FATALLY INJURED.

TABLE XVIII

1982 BICYCLISTS KILLED

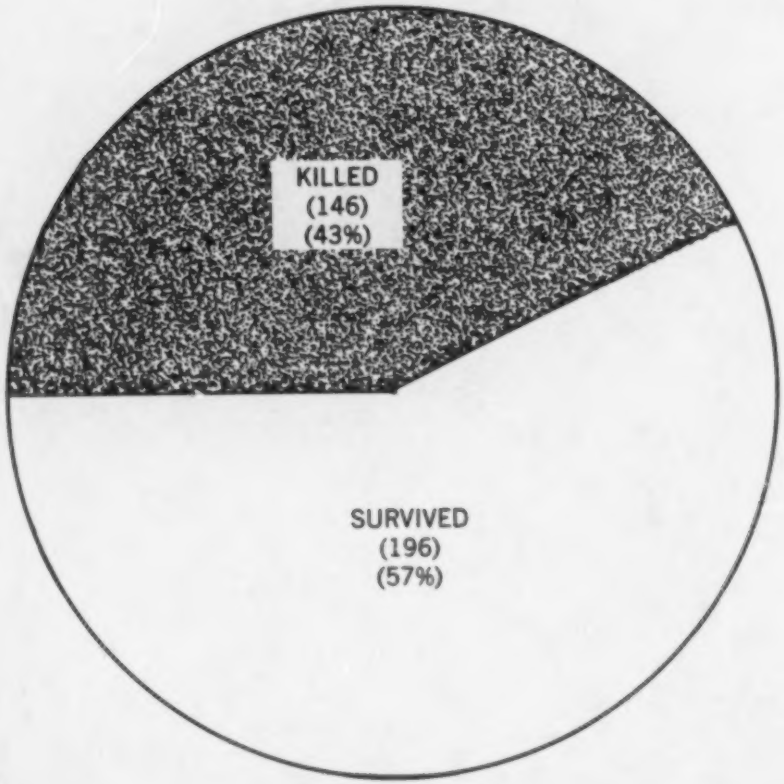
	Total	Percent
Under 4 years of age	0	00.0
Age 5-9	2	28.6
Age 9-13	2	28.6
Age 14-15	1	14.3
Age 16-17	1	14.3
Age 43	1	14.3
Male	5	71.4
Female	2	28.6
Failure to yield	1	14.3
Improper crossing	4	57.1
Speed too fast	1	14.3

SPOT FACTS

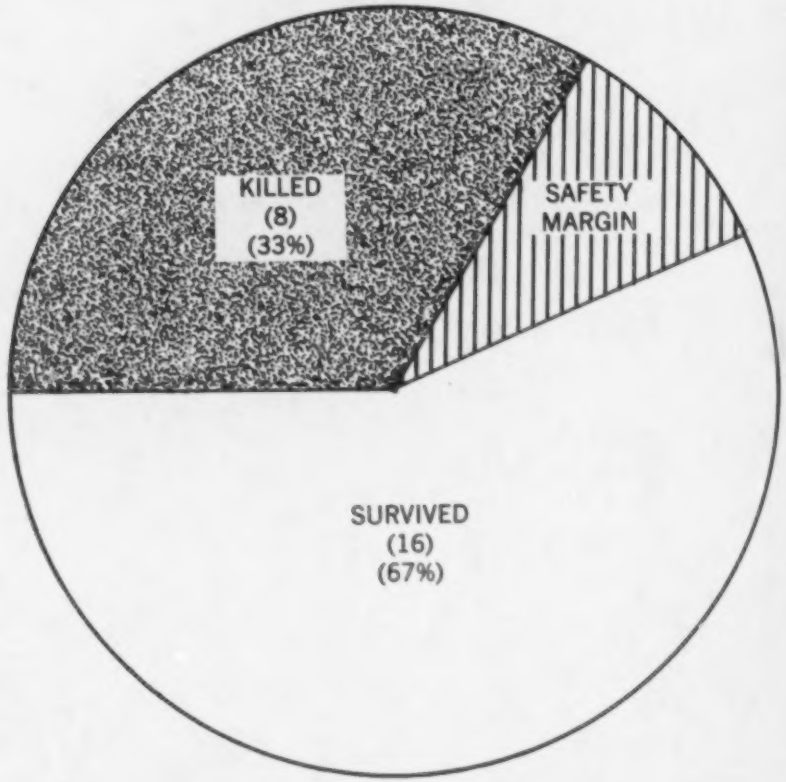
1. IN 1982, THERE WERE 7 BICYCLISTS KILLED AS COMPARED TO 10 IN 1981.

DRIVERS
RESTRAINT USE

DRIVERS
WHO WERE NOT USING
SAFETY RESTRAINTS-1982



DRIVERS WHO
WERE USING SAFETY
RESTRAINTS-1982



DRIVERS USING SAFETY RESTRAINTS ARE MORE LIKELY TO SURVIVE AN ACCIDENT THAN THOSE NOT USING SAFETY RESTRAINTS. THIRTY TWO FEWER DRIVERS WOULD HAVE BEEN KILLED IN 1982 IF ALL DRIVERS USED SAFETY RESTRAINTS

PASSENGER RESTRAINT USE

PASSENGERS WHO WERE NOT USING SAFETY RESTRAINTS-1982

PASSENGERS WHO WERE USING SAFETY RESTRAINTS-1982

PASSENGERS USING SAFETY RESTRAINTS ARE MORE LIKELY TO SURVIVE AN ACCIDENT THAN THOSE NOT USING SAFETY RESTRAINTS. SEVENTY FIVE FEWER PASSENGERS WOULD HAVE BEEN KILLED IN UTAH IN 1982 IF ALL PASSENGERS USED SAFETY RESTRAINTS.

SEAT BELTS

ANALYSIS OF THE EFFECT OF USING SEAT BELTS SHOWS THAT SIGNIFICANT REDUCTIONS IN INJURY SEVERITY CAN BE EXPECTED. OF ALL 695 DRIVERS AND PASSENGERS IN 1982 FATAL CRASHES, 644 (93%) WERE NOT WEARING SEAT BELTS. OF THE 43 PERSONS WEARING SEAT BELTS DURING A FATAL CRASH, 9 (21%, WERE KILLED. OF THE 644 PERSONS NOT WEARING SEAT BELTS, 238 (37%) WERE KILLED.

SUMMARY OF 38,192 ACCIDENTS WHICH OCCURED DURING 1982

TYPE OF ACCIDENT	CLASSIFICATION OF ACCIDENTS TOTAL ACCIDENTS	FATAL	INJURY	PROPERTY DAMAGE
PEDESTRIAN	794	37	735	22
OTHER MOTOR VEHICLE	26977	90	6891	19996
RAILROAD TRAIN	66	5	27	34
ANIMAL	742	1	36	705
FIXED OBJECT	1835	54	418	1363
BICYCLE	587	7	531	49
OTHER OBJECT	243	1	58	184
OVERTURNED	693	64	375	254
RAN OFF ROAD	5459	0	2231	3228
OTHER NON-COLLISION	796	4	202	590
TOTAL ACCIDENTS	38192	263	11504	26425
TOTAL PREV YEAR	35989	321	11824	23844

INVESTIGATING AGENCY URBAN ACCIDENTS	TOTAL ACCIDENTS	FATAL	INJURY	PROPERT DAMAGE
HIGHWAY PATROL	2396	25	801	1570
POLICE	17941	63	5537	12341
SHERIFF	4625	18	1197	3410
OTHER	3416	0	945	2471
TOTAL ACCIDENTS	28378	106	8480	19792
TOTAL PREV YEAR	26502	116	8632	17754
RURAL ACCIDENTS				
HIGHWAY PATROL	4679	123	1788	2768
POLICE	1974	13	403	1558
SHERIFF	2130	19	540	1571
OTHER	1031	2	293	736
TOTAL ACCIDENTS	9814	157	3024	6633
TOTAL PREV YEAR	9487	205	3192	6090

TYPE OF ACCIDENT	TOTAL KILLED	AGE 0-4	5-14	15-24	25-44	45-64	65 +	NOT STATED	SEX MALE	FEMALE	DRIVER	PASS-ENGER	PEDES-TRIAN	OTHE
PEDESTRIAN	37	4	3	5	8	11	6	0	25	12	0	0	37	0
OTHER MOTOR VEHICLE	109	2	4	38	42	15	8	0	71	38	74	35	0	0
RAILROAD TRAIN	9	2	0	1	5	1	0	0	8	1	4	5	0	0
ANIMAL	1	0	0	0	0	0	1	0	0	1	0	1	0	0
FIXED OBJECT	46	0	1	15	20	6	4	0	38	8	34	12	0	0
BICYCLE	7	0	4	2	1	0	0	0	5	2	0	0	0	7
OTHER OBJECT	14	1	0	5	5	1	2	0	9	5	8	5	0	1
OVERTURNED	69	1	2	38	17	7	4	0	45	24	38	31	0	0
RAN OFF ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OTHER NON COLLISION	4	2	1	0	1	0	0	0	1	3	0	4	0	0
TOTAL ACCIDENTS	296	12	15	104	99	41	25	0	202	94	158	93	37	8
TOTAL PREV YEAR	364	17	16	122	114	53	42	0	262	102	207	104	43	10

INJURIES BY TYPE OF ACCIDENT	TOTAL INJURED	AGE OF INJURED 0-4	5-14	15-24	25-44	45-64	65 & OVER	NOT STATED	SEX MALE	FEMALE	NOT STATED
PEDESTRIAN	730	98	235	144	123	68	59	3	442	288	0
OTHER MOTOR VEHICLE	11361	548	890	4012	3676	1462	680	93	5322	6020	19
RAILROAD TRAIN	36	3	3	12	12	4	2	0	22	14	0
ANIMAL	52	1	4	15	22	8	2	0	28	24	0
FIXED OBJECT	572	17	27	242	204	57	21	4	334	238	0
BICYCLE	522	33	271	145	62	8	1	2	394	128	0
OTHER OBJECT	78	1	7	33	28	7	1	1	49	28	1
OVERTURNED	556	7	22	277	198	35	12	5	431	125	0
RAN OFF ROAD	3379	92	206	1665	976	305	112	23	2219	1160	0
OTHER NON COLLISION	252	19	37	86	77	22	10	1	154	98	0
UNKNOWN	155	0	0	0	0	0	0	155	0	0	155
TOTAL ACCIDENTS	17693	819	1702	6631	5378	1976	900	287	9395	8123	175
TOTAL PREV YEAR	18090	858	1510	7137	5470	1891	919	305	9761	8161	168

INJURIES BY TYPE OF ACCIDENT	CLASS DRIVER	PASSENGER	PEDESTRIAN	OTHER	NOT STATED	INJURY SEVERITY A	B	C	NOT STATED
PEDESTRIAN	0	0	706	0	24	294	319	117	0
OTHER MOTOR VEHICLE	6889	4472	0	0	0	2199	3598	5564	0
RAILROAD TRAIN	22	14	0	0	0	21	8	7	0
ANIMAL	29	23	0	0	0	11	28	13	0
FIXED OBJECT	379	193	0	0	0	203	200	169	0
BICYCLE	0	0	0	498	24	150	289	83	0
OTHER OBJECT	52	26	0	0	0	31	28	19	0
OVERTURNED	349	207	0	0	0	201	276	79	0
RAN OFF ROAD	2002	1377	0	0	0	1104	1453	822	0
OTHER NON COLLISION	104	148	0	0	0	94	95	63	0
UNKNOWN	0	0	0	0	155	0	0	0	155
TOTAL ACCIDENTS	9826	6460	706	498	203	4308	6294	6936	155
TOTAL PREV YEAR	10211	6600	653	452	174	4754	6561	6639	136

DEFINITION OF INJURIES A INCAPACITATING INJURIES B NON INCAPACITING INJURIES
C POSSIBLE INJURY

FATAL AND INJURY ACCIDENTS BY DAY AND TIME

TIME	SUNDAY		MONDAY		TUESDAY		WEDNESDAY		THURSDAY		FRIDAY		SATURDAY	
	FATAL	INJURY	FATAL	INJURY	FATAL	INJURY	FATAL	INJURY	FATAL	INJURY	FATAL	INJURY	FATAL	INJURY
MIDNIGHT	3	1	0	1	2	2	2	4	1	1	2	0	3	1
1AM	4	83	1	16	0	18	0	21	2	32	1	51	5	98
2AM	2	47	2	17	1	11	1	12	0	21	2	22	4	66
3AM	0	37	0	9	0	7	0	7	0	15	1	21	1	40
4AM	3	21	0	12	1	8	0	1	1	8	1	14	1	21
5AM	1	14	0	13	2	7	0	14	0	14	0	13	0	15
6AM	0	16	2	35	3	31	0	33	1	52	4	34	3	24
7AM	0	20	4	108	2	78	5	95	3	88	3	84	1	17
8AM	0	14	2	93	2	76	0	100	2	73	0	95	2	33
9AM	0	31	3	67	1	63	0	72	1	56	0	59	2	49
10AM	0	34	1	74	1	80	0	66	2	49	0	80	0	60
11AM	0	41	3	88	1	89	0	77	0	70	2	100	3	97
NOON	0	44	0	109	1	75	1	77	1	87	2	108	1	122
1PM	1	52	0	79	1	86	2	91	2	85	3	98	6	113
2PM	4	68	2	106	1	89	0	90	0	85	2	116	5	100
3PM	1	61	0	167	0	125	0	141	1	107	1	127	2	99
4PM	2	80	0	170	5	120	0	145	2	152	0	186	5	125
5PM	2	65	3	150	1	157	1	164	2	146	3	188	3	108
6PM	1	79	5	95	2	110	3	105	2	119	1	106	1	103
7PM	0	62	1	58	1	98	3	69	0	97	1	116	2	104
8PM	0	55	3	62	2	61	0	57	1	61	1	86	4	69
9PM	0	42	4	68	2	74	2	54	2	85	2	99	1	63
10PM	3	27	1	37	2	56	3	65	2	53	3	81	2	90
11PM	0	38	1	30	1	33	1	32	5	52	2	99	10	89
UNKNOWN	0	79	0	35	0	29	0	30	0	44	1	51	1	97
TOTAL	27	1111	38	1699	35	1583	24	1622	33	1652	38	2034	68	1803
PREV YR	46	1201	36	1654	42	1608	38	1598	47	1743	46	2048	66	1972

PROPERTY DAMAGE ACCIDENTS BY DAY AND TIME

TIME	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
MIDNIGHT	4	0	2	0	4	4	5
1AM	122	30	27	38	45	81	175
2AM	105	27	29	27	31	45	127
3AM	59	12	19	14	20	32	43
4AM	36	13	12	18	20	25	37
5AM	30	32	24	24	27	33	49
6AM	27	78	84	80	84	92	50
7AM	39	248	224	269	229	219	62
8AM	47	263	190	283	202	249	90
9AM	50	221	179	202	171	155	121
10AM	66	221	194	210	187	204	162
11AM	66	240	226	215	209	256	212
NOON	112	301	234	239	215	273	274
1PM	116	232	175	226	210	274	255
2PM	99	279	222	229	223	297	237
3PM	105	291	286	279	257	345	217
4PM	129	345	384	310	329	419	244
5PM	126	325	347	352	324	414	258
6PM	124	212	267	215	231	292	209
7PM	141	154	203	181	181	200	171
8PM	98	122	121	134	142	164	137
9PM	99	115	169	135	167	183	173
10PM	75	74	118	92	127	170	126
11PM	64	72	105	73	88	189	142
UNKNOWN	180	80	101	114	113	164	227
TOTAL	2119	3987	3942	3959	3836	4779	3803
PREV YR	2131	3400	3336	3253	3545	4316	3863

PEDESTRIAN CONTRIBUTING CIRCUMSTANCES	AGE OF PEDESTRIANS KILLED							
	TOTAL	0-4	5-14	15-24	25-44	45-64	65&OVER	NOT STATED
CROSSING INTERSECTION WITH SIGNAL	0	0	0	0	0	0	0	0
SAME AGAINST SIGNAL	3	0	1	0	1	1	0	0
SAME NO SIGNAL	3	0	0	0	1	2	0	0
SAME DIAGONALLY	3	0	0	0	1	0	2	0
CROSSING NOT AT INTERSECTION	13	3	1	1	2	4	2	0
WALKING IN ROADWAY WITH TRAFFIC	5	0	0	1	1	2	1	0
WALKING IN ROADWAY AGAINST TRAFFIC	2	0	0	0	1	1	0	0
LYING IN ROADWAY	1	0	0	1	0	0	0	0
STANDING IN ROADWAY	4	0	0	1	1	1	1	0
GETTING ON OR OFF OTHER VEHICLE	0	0	0	0	0	0	0	0
PUSHING OR WORKING IN ROADWAY	1	0	0	1	0	0	0	0
OTHER IN ROADWAY	1	1	0	0	0	0	0	0
PLAYING IN ROADWAY	0	0	0	0	0	0	0	0
COMING FROM BEHIND PARKED CARS	0	0	0	0	0	0	0	0
NOT IN ROADWAY	1	0	1	0	0	0	0	0
NOT STATED	0	0	0	0	0	0	0	0
TOTAL PEDESTRIANS	37	4	3	5	8	11	6	0
TOTAL PREV YEAR	43	7	4	5	11	8	8	0

PEDESTRIAN CONTRIBUTING CIRCUMSTANCES	AGE OF PEDESTRIANS INJURED							
	TOTAL	0-4	5-14	15-24	25-44	45-64	65&OVER	NOT STATED
CROSSING AT INTERSECTION WITH SIGNAL	65	1	16	10	14	15	9	0
SAME AGAINST SIGNAL	42	0	15	6	11	5	5	0
SAME NO SIGNAL	91	6	36	14	8	12	14	1
SAME DIAGONALLY	5	0	3	2	0	0	0	0
CROSSING NOT AT INTERSECTION	189	28	90	30	17	11	12	1
WALKING IN ROADWAY WITH TRAFFIC	35	1	11	14	8	1	0	0
WALKING IN ROADWAY AGAINST TRAFFIC	13	0	4	5	3	1	0	0
LYING IN ROADWAY	4	1	0	0	2	1	0	0
STANDING IN ROADWAY	27	1	8	6	7	3	2	0
GETTING ON OR OFF OTHER VEHICLE	11	1	2	5	3	0	0	0
PUSHING OR WORKING IN ROADWAY	25	1	0	6	12	4	2	0
OTHER IN ROADWAY	34	5	12	9	6	1	1	0
PLAYING IN ROADWAY	26	15	10	1	0	0	0	0
COMING FROM BEHIND PARKED CARS	33	11	11	4	6	1	0	0
NOT IN ROADWAY	82	23	6	18	15	10	9	1
NOT STATED	48	4	9	4	2	1	4	24
TOTAL PEDESTRIANS	730	98	233	134	114	66	58	27
TOTAL PREV YEAR	653	90	206	120	124	53	53	7

ROAD SYSTEM

HIGHWAY	TOTAL	FATAL	INJURY	PROPERTY DAMAGE
INTERSTATE RURAL (ART)	1625	39	586	1000
INTERSTATE URBAN (ART)	1874	12	611	1251
FEDERAL AID PRIMARY_ RURAL (ART)	3224	68	1096	2060
FEDERAL AID PRIMARY_ URBAN (ART)	1190	5	381	804
FEDERAL AID URBAN (ART)	11876	36	4036	7804
FEDERAL AID RURAL (COLL)	3307	24	1097	2186
FEDERAL AID SECONDARY RURAL ONLY (COLL)	1738	22	539	1177
NON FDERAL AID RURAL (ART)	2	0	1	1
NON FEDERAL AID URBAN (ART)	156	0	46	110
NON FEDERAL AID RURAL (COLL)	505	15	167	323
NON FEDERAL AID URBAN (COLL)	1102	2	348	752
NON FEDERAL AID RURAL LOCAL	2728	21	635	2072
NON FEDERAL AID URBAN LOCAL	8865	19	1961	6885
TOTAL	38192	263	11504	26425

ACCIDENTS BY COUNTY	TOTAL	FATAL	INJURY	PROP DAMAGE	NUMBER OF PERSONS KILLED	NUMBER OF PERSONS INJURED	SAME PERIOD LAST YEAR ACCIDENTS	SAME PERIOD LAST YEAR DEATHS	SAME PERIOD LAST YEAR INJURIES
BEAVER	200	2	60	138	2	101	179	4	101
BOX ELDER	738	11	233	494	11	363	777	16	474
CACHE	1190	6	371	813	6	576	1115	9	617
CARBON	516	12	152	352	15	247	472	14	235
DAGGETT	52	3	15	34	3	23	58	0	29
DAVIS	2310	10	641	1659	11	983	2093	15	943
DUCHESNE	362	4	91	267	5	148	354	10	156
EMERY	337	4	111	222	6	172	312	18	172
GARFIELD	95	1	29	65	1	49	123	1	67
GRAND	254	7	83	164	7	135	300	10	147
IRON	402	5	139	258	5	253	347	14	196
JUAB	222	2	63	157	2	111	224	3	144
KANE	108	8	40	60	9	76	118	2	62
MILLARD	309	9	98	202	12	175	293	12	160
MORGAN	145	1	48	96	1	81	106	0	45
PIUTE	36	1	15	20	1	26	43	0	15
RICH	118	1	35	82	1	60	127	10	84
SALT LAKE	19068	73	5776	13219	83	8572	18100	93	8831
SAN JUAN	179	5	60	114	6	98	194	18	137
SANPETE	232	2	70	160	2	132	264	4	106
SEVIER	368	9	91	268	10	150	354	9	140
SUMMIT	709	10	137	562	10	222	675	5	271
TOOELE	575	11	151	413	12	236	572	7	270
UINTAH	811	11	210	590	13	349	628	12	296
UTAH	4736	29	1461	3246	33	2234	4482	31	2352
WASATCH	417	4	118	295	5	203	324	6	151
WASHINGTON	638	12	166	460	14	290	525	6	290
WAYNE	25	0	8	17	0	14	28	1	9
WEBER	3040	10	1032	1998	10	1614	2802	34	1590
TOTAL	38192	263	11504	26425	296	17693	35989	364	18090

ACCIDENTS BY CITIES	NUMBER OF ACCIDENTS				NUMBER OF PERSONS		SAME PERIOD LAST YEAR		
	TOTAL	FATAL	INJURY	PROP DAMAGE	KILLED	INJURED	ACCIDENTS	DEATHS	INJURIES
AMERICAN FORK	188	0	52	136	0	78	189	0	82
BOUNTIFUL	615	1	136	478	1	198	611	2	243
BRIGHAM CITY	158	2	52	104	2	75	183	3	110
CEDAR CITY	186	0	53	133	0	78	171	1	68
CENTERVILLE	100	0	41	59	0	56	72	1	30
CLEARFIELD	237	0	66	171	0	99	259	0	69
CLINTON	25	0	10	15	0	18	28	0	17
DRAPER	64	1	10	53	1	15	104	1	47
EAST LAYTON	43	0	19	24	0	30	33	0	25
FARMINGTON	7	0	2	5	0	3	63	0	30
FRUIT HEIGHTS	37	0	10	27	0	14	21	0	12
HARRISVILLE	32	0	14	18	0	25	39	1	25
KAYSVILLE	90	0	28	62	0	41	92	0	50
LAYTON	461	5	140	316	6	221	370	3	184
LINDON	50	1	14	35	1	19	42	2	24
LOGAN	627	0	173	454	0	254	541	1	254
MAPLETON	6	0	1	5	0	2	17	0	10
MIDVALE	351	3	87	261	3	138	325	5	129
MOAB	1	0	0	1	0	0	97	0	22
MURRAY	884	5	219	660	6	344	888	1	386
NORTH OGDEN	73	0	16	57	0	32	48	0	17
NORTH SALT LAKE	154	3	43	108	3	78	141	4	63
OGDEN	1613	7	562	1044	7	887	1505	5	878
OREM	1151	6	271	874	6	377	1118	1	404
PARK CITY	1	0	0	1	0	0	211	1	24
PLEASANT GROVE	139	0	37	102	0	57	129	1	50
PLEASANT VIEW	7	0	0	7	0	0	50	2	35

ACCIDENTS BY CITIES	NUMBER OF ACCIDENTS TOTAL	FATAL	INJURY	PROP DAMAGE	NUMBER OF PERSONS KILLED	INJURED	SAME PERIOD LAST YEAR ACCIDENTS	DEATHS	INJURIES
PRICE	218	1	50	167	1	75	185	2	62
PROVO	1716	4	591	1121	4	849	1493	4	794
RIVERDALE	198	1	52	145	1	66	178	1	84
RIVERTON	102	0	25	77	0	37	66	1	20
ROY	237	0	82	155	0	118	223	2	121
SALT LAKE CITY	7200	38	2406	4756	46	3554	6743	43	3504
SANDY	932	5	279	648	6	393	860	2	386
SOUTH JORDAN	87	2	24	61	2	40	79	1	26
SOUTH OGDEN	141	0	53	88	0	74	146	5	155
SOUTH SALT LAKE	593	5	167	421	5	232	566	3	485
SPANISH FORK	148	0	42	106	0	69	146	0	66
SPRINGVILLE	121	0	34	87	0	42	138	2	83
ST GEORGE	316	0	58	258	0	82	258	1	96
SUNSET	55	0	16	39	0	21	65	3	34
SYRACUSE	15	0	4	11	0	5	13	0	3
TOOELE	226	1	45	180	1	60	183	1	38
UINTAH	8	0	6	2	0	7	21	5	10
VERNAL	11	5	0	6	5	0	295	2	95
WASHINGTON TERR.	56	0	16	40	0	21	65	0	26
WEST BOUNTIFUL	52	0	14	38	0	18	49	1	32
WEST JORDAN	389	1	112	276	1	140	387	1	179
WEST VALLEY	1443	2	517	924	2	781	852	3	463
WOODS CROSS	59	0	7	52	0	13	77	0	16

AGE AND SEX OF DRIVERS

AGE GROUP	ALL DRIVERS	TOTAL		FATAL		INJURY		PROPERTY DAMAGE	
		MALE	FEMALE	MALE	FEMALE	MALE	FEMALE	MALE	FEMALE
UNKNOWN	5736								
15 & YOUNGER	423	267	156	2	0	123	66	142	90
16	2298	1422	876	5	3	404	293	1013	580
17	2956	1898	1058	10	1	569	288	1319	769
18	3201	2104	1097	13	3	606	346	1485	748
19	2780	1711	1069	16	1	541	301	1154	767
20-24	12311	8159	4152	65	13	2477	1322	5617	2817
25-34	16242	10709	5533	83	30	3354	1838	7272	3665
35-44	8461	5352	3109	41	12	1581	978	3730	2119
45-54	5114	3333	1781	18	9	1022	578	2293	1194
55-64	3813	2521	1292	17	7	754	420	1750	865
65-74	2311	1506	805	8	6	487	280	1011	519
75&OLDER	1114	764	350	7	2	250	114	507	234
NOT STATED	396	267	129	0	0	38	23	229	106
TOTAL	67156	40013	21407	285	87	12206	6847	27522	14473
TOTAL PREV YEAR	62796	37535	19862	342	96	12533	6809	24660	12777

RESIDENCE OF DRIVER	TOTAL ACCIDENTS	FATAL	INJURY	PROPERTY DAMAGE
LOCAL RESIDENT	53153	243	16260	36650
RESIDING ELSEWHERE IN STATE	4487	68	1431	2988
NON RESIDENT	3694	61	1231	2402
NOT STATED	5286	0	841	4445
TOTAL	67156	372	19865	46914
TOTAL PREV YEAR	62796	438	20206	38127

CUMULATIVE MILEAGE ACCIDENT RATES	FATALS		INJURIES	
	THIS YEAR	LAST YEAR	THIS YEAR	LAST YEAR
MOTOR VEHICLE TRAFFIC DEATHS/INJURIES	296	364	17538	18090
ESTIMATED MILEAGE TRAVELLED(MILLIONS)	10947	10921	10947	10921
RATE PER 100,000,000 VEHICLE MILES	2.70	3.39	1.60	1.70
NUMBER OF ACCIDENTS	263	321	11504	11824
ACCIDENT RATE PER 100,000,000 MILES	2.40	2.99	1.05	1.08

LIGHT CONDITIONS	TOTAL	FATAL	INJURY	PROPERTY DAMAGE
DAYLIGHT	25044	126	7442	17476
DAWN OR DUSK	2051	22	580	1449
DARK ROAD LIGHTED	5770	34	1883	3853
DARK ROAD UNLIGHTED	5034	81	1557	3396
NOT STATED	293	0	42	251
TOTAL ACCIDENTS	38192	263	11504	26425
TOTAL PREV YEAR	35989	321	11824	23844

WEATHER CONDITIONS				
CLEAR OR CLOUDY	30972	233	9669	21070
RAIN	3233	13	977	2243
SNOW	3459	16	727	2716
FOG	222	1	79	142
DUST OR WIND STORM	24	0	8	16
NOT STATED	282	0	44	238
TOTAL ACCIDENTS	38192	263	11504	26425
TOTAL PREV YEAR	35989	321	11824	23844

TRAFFIC CONTROL				
OFFICER OR WATCHMAN	129	0	34	95
FLAGMAN	86	1	29	56
TRAFFIC SIGNAL	5967	12	2133	3822
TRAFFIC SIGNAL FLASHING	140	2	50	88
STOP SIGN	4291	7	1390	2894
YIELD SIGN	414	1	129	284
RR GATES OR SIGNAL	81	3	26	52
OTHER	1542	0	516	1026
NO CONTROL PRESENT	25287	237	7149	17901
NOT STATED	255	0	48	207
TOTAL ACCIDENTS	38192	263	11504	26425
TOTAL PREV YEAR	35989	321	11824	23844

ROAD CONDITIONS	TOTAL	FATAL	INJURY	PROPERTY DAMAGE
DRY	25418	221	8304	16893
WET	5977	22	1788	4167
MUDDY SLIPPERY	128	0	35	93
SNOWY SLIPPERY	4136	19	819	3298
NOT STATED	2533	1	558	1974
TOTAL ACCIDENTS	38192	263	11504	26425
TOTAL PREV YEAR	35989	321	11824	23844

TYPE OF MOTOR VEHICLE				
PASSENGER CAR	46387	209	13717	32461
PICKUPS	15654	68	4028	11558
TRUCK OR TRUCK TRACTOR	1257	10	301	946
TRUCK AND TRAILER	1541	33	435	1073
BUS	2	0	0	2
SCHOOL BUS	91	1	24	66
FARM TRACTOR	38	0	21	17
MOTORCYCLE	1385	28	1151	206
MOPEDS	26	0	23	3
OTHER	69	23	15	31
NOT STATED	706	0	102	604
TOTAL VEHICLES	67156	372	19817	46967
TOTAL PREV YEAR	62796	438	20206	42152

KIND OF LOCALITY				
MANUFACTURING	1928	9	596	1323
SHOPPING OR BUSINESS	13184	44	3597	9543
RESIDENTIAL DISTRICT	12035	44	3617	8374
SCHOOL OR PLAYGROUND	1201	0	293	908
FARMS AND FIELDS	2544	33	819	1692
OPEN COUNTRY	6936	133	2492	4311
NOT STATED	364	0	90	274
TOTAL ACCIDENTS	38192	263	11504	26425
TOTAL PREV YEAR	35989	321	11824	23844

	TOTAL	FATAL	INJURY	PROPERTY DAMAGE
ROAD CHARACTER				
STRAIGHT LEVEL	25869	122	7600	18147
STRAIGHT GRADE	6227	41	1892	4294
STRAIGHT HILLCREST	660	12	202	446
CURVE LEVEL	2058	35	687	1336
CURVE GRADE	2872	46	1003	1823
CURVE HILLCREST	210	5	64	141
NOT STATED	296	2	56	238
TOTAL ACCIDENTS	38192	263	11504	26425
TOTAL PREV YEAR	35989	321	11824	23844

CONTRIBUTING CIRCUMSTANCES	TOTAL	FATAL	INJURY	PROPERTY DAMAGE
SPEED TOO FAST	6972	106	2370	4496
FAILURE TO YIELD RIGHT OF WAY	6220	23	2087	4110
DROVE LEFT OF CENTER	1059	38	384	637
IMPROPER OVERTAKING	812	2	212	598
PASSED STOP SIGN	675	0	290	385
DISREGARD TRAFFIC SIGNAL	1215	5	535	675
FOLLOWING TOO CLOSELY	2476	0	702	1774
IMPROPER TURN	2242	0	549	1693
HAD BEEN DRINKING	2777	97	1459	1221
UNDER THE INFLUENCE OF DRUGS	67	0	31	36
EYESIGHT DEFFECTIVE UNCORRECTED	83	0	32	51
ASLEEP	499	24	256	219
FATIGUED	213	0	114	99
ILL	88	1	42	45
IMPROPER PARKING	469	0	65	404
IMPROPER LOOKOUT	9890	0	2735	7155
IMPROPER OR NO SIGNAL	165	0	34	131
OTHER IMPROPER DRIVING	4820	0	1429	3391
BRAKES DEFECTIVE	385	3	135	247
HEADLIGHTS DEFECTIVE	69	3	30	36
HEADLIGHTS GLARING	8	1	3	4
OTHER LIGHTS DEFECTIVE	82	1	26	55
STEERING MECHANISM DEFECTIVE	71	2	27	42
TIRES DEFECTIVE	245	5	92	148
WINDSHIELD NOT CLEAR	102	0	30	72
OTHER DEFECTIVE CONDITIONS	452	4	109	339
NOT STATED	531	0	102	429
TOTAL	42687	315	13880	28492
TOTAL PREV YEAR	43562	516	15306	27740